



AGENDA

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

September 18, 2017

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Committee of the Whole 09/05/2017
- B. Village Board 09/05/2017
- C. Committee of the Whole 09/11/2017

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register 09/15/2017

VI. RECOGNITIONS AND PRESENTATIONS

- A. Presentation of the 2017 Kenneth Hood Senior Service Award to Terence McElroy by the Senior Citizens Commission
- B. Presentation of "One Book, One Village" community reading event by Arlington Heights Memorial Library Communications and Marketing Manager, Mary Hastings
- C. National Adult Education & Family Literacy Week Proclamation

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Anyone wishing to speak on a subject not on the Agenda should fill out a card, located in the back of the room, and hand it to the Village Clerk. Please limit your comments to three minutes.

IX. OLD BUSINESS

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item.

Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

1. Any Trustee who wishes to vote "no" or "pass" on any Consent Agenda items should so indicate.
2. Upon the request of any one Trustee, any item will be removed from the Consent Agenda and considered separately after adoption of the Consent Agenda.
3. Citizens in the audience may ask to remove any item on this Consent Agenda.
4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT APPROVAL OF BIDS

- A. Multimedia Technology/Infrastructure Upgrade Phase 2

CONSENT LEGAL

- A. An Ordinance Granting a Special Use Permit for an Existing Elementary School and Variations from Chapter 28 of the Arlington Heights Municipal Code (Greenbrier School, 2330 N. Verde Drive)
- B. An Ordinance Amending the Comprehensive Plan and the Official Map of the Village of Arlington Heights (Bicycle and Pedestrian Plan)
- C. An Ordinance Amending Chapter 28 of the Arlington Heights Municipal Code (Section 11.8, Schedule of Bicycle Parking Requirements)
- D. An Ordinance Authorizing the Sale of Surplus Personal Property Owned by the Village of Arlington Heights (PW truck)

CONSENT PETITIONS AND COMMUNICATIONS

- A. Bond Waiver - ABC/25 Foundation

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Item: COW 9/5/17

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Committee of the Whole 09/05/2017	Minutes

**MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE PRESIDENT AND
BOARD OF TRUSTEES OF THE
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD - COMMUNITY ROOM
TUESDAY, SEPTEMBER 5, 2017 AT 7:30 PM**

Mayor Tom Hayes called the meeting to order at 7:30 PM.

BOARD MEMBERS PRESENT: Mayor Hayes; Trustees Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Sidor, Tinaglia

BOARD MEMBERS ABSENT: Trustee John Scaletta

STAFF MEMBERS PRESENT: Village Manager Randy Recklaus, Assistant Village Manager Diana Mikula

OTHERS PRESENT: Rikki & Scott Peota of Passero, LLC; John Schroeder for Arts Commission; Brandon Lawrence for Youth Commission

**1. CONSIDERATION OF RECOMMENDING TO THE LIQUOR COMMISSIONER THE
ISSUANCE OF A CLASS "A" LIQUOR LICENSE TO PASSERO, LLC, DBA PASSERO,
LOCATED AT 5 WEST CAMPBELL.**

Mayor Hayes swore in Rikki & Scott Peota.

Rikki Peota introduced herself to the Village Board by saying she is the wife of Matthew Peota who will be the Executive Chef of the Passero. Rikki will be the owner and operator of the restaurant.

Scott Peota introduced himself to the Village Board by saying he is the business manager and father of Matthew Peota.

Ms. Mikula reported to the Board that the Peota's are seeking a Class "A" liquor license for their establishment located at 5 West Campbell which is a full service liquor license.

On July 27, 2017 the Arlington Heights Police Department completed a background check on Rikki Peota who has 85% ownership of the restaurant. No convictions were disclosed and no criminal derogatory information was found. In addition, no lawsuits, judgments, or liens were outstanding. Ms. Peota will complete Basset training by the end of September.

On August 10, 2017 the Arlington Heights Police Department completed a background check on Scott Peota who has 15% ownership of the restaurant. No convictions were disclosed and no criminal derogatory information was found. In addition, no lawsuits, judgments, or liens were outstanding. Mr. Peota will complete Basset training by the end of September also.

The owners are still in the process of placing their tables and chairs so a walk-thru was not able to be done before this meeting was held. Once the tables and chairs have been installed and upon a favorable interview this evening, Ms. Mikula will conduct a walk-thru and after that we will issue them the liquor license.

Mayor Hayes asked the Peota's to tell the Board about their experience in the restaurant business. Rikki Peota reported that she was a server all through college and that her parents own three Culver's Restaurants and she has worked for them periodically for over 10 years. Ms. Peota stated she has experience with a liquor license as a server at Red Robin Restaurant. Scott Peota reported that he had no experience with a liquor license. Neither of the Peota's have ever had a violation of any liquor laws.

Scott Peota told the Board that he and Rikki are taking the classroom course on Basset at the restaurant with their main managers, the chef and the General Manager they will be hiring.

Mayor Hayes asked the Peota's to explain to the Board the restaurant concept and type of food that will be served. Mr. Peota replied that it will be an Italian/American restaurant. They are looking to attract young families with kids.

Trustee Blackwood asked why the restaurant would be open until 10 PM if the concept is to attract young families with children. Mr. Peota responded that they hope to attract other people as well. They will only be offering a few cocktails to compliment the meals. The majority will be beer and wine. Trustee Blackwood asked if there will be a children's menu and Ms. Peota said there will be. Trustee Blackwood complimented the Peota's on their menu and wished them well.

Trustee Tinaglia asked if the Peota's lived in town. Ms. Peota responded that they live in Rolling Meadows about two miles down the street. Trustee Tinaglia asked why they chose downtown Arlington Heights as the location for their restaurant. Ms. Peota responded that since high school she has always wanted to live in downtown Arlington Heights. They have always loved the community.

Trustee Sidor asked when the restaurant would be opening and Ms. Peota stated they were hoping for October 17. Trustee Sidor wished them good luck.

Trustee LaBedz questioned the Peota's about a menu item and then welcomed them to downtown Arlington Heights.

TRUSTEE LABEDZ MOVED, SECONDED BY TRUSTEE ROSENBERG TO RECOMMEND TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "A" LIQUOR LICENSE TO PASSERO LLC, DBA PASSERO, LOCATED AT 5 WEST CAMPBELL. Motion passed unanimously.

2. INTERVIEW OF JOHN SCHROEDER FOR APPOINTMENT TO THE ARTS COMMISSION – TERM ENDING 4/30/20

Mayor Hayes introduced John Schroeder to the Village Board and asked him to explain his interest in serving generally and his particular interest in being appointed to the Arts Commission.

Mr. Schroeder stated he has lived in Arlington Heights for about 11 years. He has only served at the Arlington Heights Library teaching web development classes for four years. Because of his partial employment with the Library he was afraid that may interfere with being appointed to a Commission with the Village. Mayor Hayes reported he had sought council from Robin Ward, the Village's In-House Counsel, and was told there would be no problem with Mr. Schroeder serving on a Commission.

Mr. Schroeder stated that he had started photography as a hobby while in college. He has taken photos of the downtown area of Arlington Heights. He also has an interest in cityscapes and landscapes.

TRUSTEE BLACKWOOD MOVED TO CONCUR IN THE MAYOR'S APPOINTMENT OF JOHN SCHROEDER TO THE ARTS COMMISSION WITH TERM ENDING 4/30/20. TRUSTEE TINAGLIA SECONDED THE MOTION. Motion passed unanimously.

3. INTERVIEW OF BRANDON LAWRENCE FOR APPOINTMENT TO THE YOUTH COMMISSION – TERM ENDING 4/30/18.

Trustee Sidor thanked Brandon for his willingness to serve on the Youth Commission. Trustee Sidor then asked Brandon to explain what his school's Model UN Club is all about.

Mr. Lawrence stated that the Model UN Club attends different conferences - most recently was Chicago International held at the Hilton near Grant Park. Committees are given different problems and each delegate is assigned a different country. Before going to the conference the delegates are supposed to tell what their country's position is. They have to try to come up with a solution on trying to advance their country's agenda.

Trustee Rosenberg asked Mr. Lawrence what his thoughts and ideas were in how to further the Youth Commission. Mr. Lawrence responded he would like to implement some municipal service hours to give to high school students seeking them in order to complete a college application requirement.

Trustee LaBedz asked if there was a UN security council. Mr. Lawrence said there is a security council but those positions were typically given out to seniors. Mr. Lawrence is hoping to serve on that council next year.

Trustee Tinaglia complimented Mr. Lawrence on his willingness to serve and asked how he was going to fit the Commission into his busy schedule. Mr. Lawrence stated that all of his activities are scattered throughout the year so there will be no problem.

TRUSTEE TINAGLIA MOVED TO CONCUR IN THE MAYOR'S APPOINTMENT OF BRANDON LAWRENCE TO THE YOUTH COMMISSION WITH TERM ENDING 4/30/18. TRUSTEE SIDOR SECONDED THE MOTION. Motion passed unanimously.

4. ADJOURNMENT

TRUSTEE BALDINO MOVED, SECONDED BY TRUSTEE ROSENBERG TO ADJOURN THE MEETING. Motion passed unanimously. Meeting adjourned at 7:55 PM.

Reported By: Diane Staggs, Administrative Asst. II



Item: Village Board 9/5/17

Department: Village Clerk

Bid Section

Item:

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Account Numbers:

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ATTACHMENTS:

Description

vb 9/5/17

Type

Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

September 5, 2017

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Blackwood, Labeledz, Sidor, Tinaglia, Baldino, Rosenberg and Glasgow.

Trustee Scaletta was absent.

Also in attendance were: Randy Recklaus, Robin Ward, Jim Massarelli, Diana Mikula, Bill Enright and Becky Hume.

IV. APPROVAL OF MINUTES

A. Committee of the Whole 8/14/2017 Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Abstain: Blackwood

Absent: Scaletta

B. Village Board 08/21/2017 Approved

Trustee Mike Sidor moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, LaBedz, Rosenberg, Sidor, Tinaglia

Abstain: Glasgow, Hayes

Absent: Scaletta

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 08/30/2017

Approved

Melissa Cayer asked which door repairs were made. Mr. Recklaus said he would find out and report back to her.

Trustee Bert Rosenberg moved to approve the Warrant Register dated 8/30/2017 in the amount of \$1,993,156.82. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Scaletta

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Peggy King asked if the Board could expand the noise ordinance to address bands and D.J.'s in backyards. Her neighborhood is suffering loud and vulgar music late into the night. She said she was told the noise ordinance does not apply to this kind of noise.

President Hayes said backyard noise is difficult to enforce. Ms. Ward said residential event noise is challenging to evaluate as it is considered a nuisance relative to the Code. The noise ordinance is related to restrictions on when construction work can begin/end. Ms. King said they live west of Greenbrier. Mr. Recklaus said he would follow-up with Ms. King to see how the Code enforcement might apply.

President Hayes asked all residents to be neighborly. He said the Village does not want to inhibit fun, but events should not be intrusive to their neighbors.

IX. OLD BUSINESS

A. Report of the Committee-of-the-Whole Meeting Approved
of August 14, 2017

Bicycle & Pedestrian Plan

Consideration of a motion by the Committee-of-the-Whole recommending that the Village Board adopt the Village of Arlington Heights' Bicycle & Pedestrian Plan.

Juergen Juffa, Chair of the Bicycle and Pedestrian Commission, said the Plan is intended to take walking and biking to the next level. It builds on the Comprehensive Plan that was laid out in 1996. The Plan recommends improved infrastructure along the Village's existing framework to establish a safe, quality path system that minimizes conflict between vehicular and pedestrian traffic.

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Scaletta

- B. Report of the Committee-of-the-Whole Meeting Approved of August 14, 2017

Bike Parking Ordinance

Consideration of a motion by the Committee-of-the-Whole recommending that the Village Board approve Code Amendments to Chapter 28, Section 11, Bike Parking Ordinance as amended.

Trustee Jim Tinaglia moved to approve. Trustee Richard Baldino Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Scaletta

- C. Report of the Committee-of-the-Whole Meeting Approved of September 5, 2017

Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to Passero, LLC, dba Passero, located at 5 West Campbell

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded

the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Scaletta

- D. Report of the Committee-of-the-Whole Meeting Approved of September 5, 2017

Interview of John Schroeder for Appointment to the Arts Commission - Term Ending: 4/30/20

President Hayes administered the Oath of Office to Mr. Schroeder.

Trustee Carol Blackwood moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Scaletta

- E. Report of the Committee-of-the-Whole Meeting Approved of September 5, 2017

Interview of Brandon Lawrence for Appointment to the Youth Commission - Term Ending: 4/30/18

President Hayes administered the Oath of Office to Mr. Lawrence.

Trustee Jim Tinaglia moved to approve. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Scaletta

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- A. Cisco Network Switches Approved

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia
Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor,
Tinaglia

Absent: Scaletta

CONSENT LEGAL

- A. An Ordinance Amending Chapter 13 of the Approved
Arlington Heights Municipal Code
(Surrender of a "B," "E" and "T" liquor license)

Trustee Thomas Glasgow moved to approve 17-034. Trustee Jim Tinaglia
Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor,
Tinaglia

Absent: Scaletta

CONSENT REPORT OF THE VILLAGE MANAGER

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Proposed variance request from Chapter 23, Rescheduled
Section 9

The petitioner was not present. The request is for a variance from the
requirement of having sprinklers in a garden storage shed.

Trustee Tinaglia said the Code requires all new buildings to have
sprinklers, but it does not make sense to put a water line in for sprinklers
to service a garden shed. He said the Building Code Review Board and staff
are investigating a change to the Code for this situation. There have been
four applications for relief of this issue recently.

Trustee Thomas Glasgow moved to continue to the Village Board meeting
of September 18 as the petitioner was not present. Trustee Jim Tinaglia
Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor,
Tinaglia

Absent: Scaletta

- B. Greenbrier School Addition - 2330 N. Verde Dr. Approved
- PC#17-007
Special Use for Elementary School

Mr. Enright said staff fully supports the project, as does the Plan Commission. Staff is looking at modifying the Code in regards to parking at schools.

Lori Bein, Superintendent of District 25, said their growing District is a sign of a vibrant community. Ryan Schulz, Director of Facilities Management for D25, presented the proposed addition. He enumerated the variances they are seeking. The District projects a growing population for this school. Vehicles can drop off on the east or west side. There are currently 65 spaces on site and they propose to add 10 more. Some of the teachers flex through the District so there are staggered arrival and departure times. The District is recommending a right turn only out of the west lot to alleviate some of the traffic flowing issues. Sometimes staff members park on the streets across from the school and the goal is to eliminate that.

The District's biggest concern is that cars double park in the Verde/Roanoke area. There is not a crossing guard there. Greenbrier has asked for one, but the intersection does not qualify according to the District's checklist standards. Stacy Malik, Assistant Superintendent for Business in D25, said a number of criteria determine when a crossing guard is needed. This intersection has not qualified. Trustee Sidor requested that they reevaluate this crossing guard situation, as more children will be coming.

Mr. Schulz said Greenbrier will update their parking plans and drop off pick up directives which will be communicated to parents. Mr. Schulz said the property lines limit them so they do not have a way to add spaces.

Trustee Tinaglia said that the District should find a way to add more parking spaces as it knows they are needed.

Trustee Rosenberg asked how many cars are typically parked on the street. Donna Bingaman, Principal of Greenbrier, said there are between 5-9 cars parked on the street depending on staff switch outs. Sometimes the cars belong to parent volunteers or pick-ups during the day.

Mr. Schulz said they are proposing a right hand turn sign, not a pork chop. Steve Corcoran, Traffic Engineer for the District, said there is a similar set up at Ivy Hill and it is working well. The right hand turn is forced with cones and a sawhorse barrier to reinforce behavior. Only certain hours would have these restrictions. Mr. Massarelli said there will be signage with time restrictions. Trustee Rosenberg asked if there be indents in the streets. Mr. Recklaus said when a street is being modified near a school, staff works

with the District to see if improvements can be made. This discussion will occur for these streets when they are scheduled to be reconstructed.

Trustee Rosenberg asked about the impervious space. Mr. Massarelli said the District is working with MWRD and their requirements. Engineering is okay with the improvements, but waiting for MWRD's position. The 10 new parking spaces will be made with permeable materials.

Trustee Blackwood said she agreed that additional patrol people may be necessary. In the video, the children kept on walking, so there is some concern there. She suggested the District petition the Park District to allow parking spaces in their land.

Trustee LaBedz asked if the street parking was limited. Mr. Corcoran said no, except near the school on Roanoke where there is no parking. There is no additional parking for volunteers or parents. Taxis that need child seats put in load on the east side where trained staff install them when necessary.

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Scaletta

XIII. LEGAL

A.	A Resolution Accepting a Temporary Construction Easement (1551 E. Central Road)	Approved
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Trustee Rosenberg asked for this item to be pulled from the Consent Agenda. He asked what impact the Easement will have on the property. Mr. Massarelli said IDOT is resurfacing Central Road and the Easement makes it easier to improve the intersection and sidewalk at Arthur. This will allow the sidewalk to be installed properly. After construction, the easement will no longer be required and it will revert to private property. IDOT is installing ADA sidewalks. The sidewalk will be closed during construction and will be reopened when it is completed. The Final Plans have not been viewed yet, but crosswalks with countdowns are being looked at to improve safety.

Trustee Bert Rosenberg moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Scaletta

XIV. REPORT OF THE VILLAGE MANAGER

Mr. Recklaus said there has been a recent surge in car thefts in the Northwest Suburbs. The majority of these cars have been unlocked with keys/key fobs in them. He urged residents not to leave their keys in their cars and to lock their car doors. The reason the Village is a target is because residents feel safe, so people leave their keys in cars and their cars unlocked. The thieves come here because of this. This situation is not part of any larger increase in crime. The Village's crime rate is 9.2% lower than 2016 and part of a 20-year crime rate reduction. The Village is at, or near, its all-time lowest crime rate since tracking began in the early 1960's.

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

Trustee Sidor asked for parents picking up schoolchildren to observe a no idling initiative to reduce emissions.

- A. Request for Closed Session per 5 ILCS 120/2(c) (21): Discussion of minutes lawfully closed, whether for purposes of approval of the minutes or the semi-annual review of the minutes

- and -

5 ILCS 120/2(c)(11): Litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when the Board finds that an action is probable or imminent

XVII. ADJOURNMENT

Trustee Thomas Glasgow moved to adjourn to Closed Session at 9:18 p.m.

Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Scaletta



Item: Committee of the Whole 9/11/2017

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

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ATTACHMENTS:

Description

cow 9 11 17

Type

Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Committee-of-the-Whole
Community Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
September 11, 2017
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

President Hayes and the following Trustees were present: Blackwood, Glasgow, Baldino, Sidor, LaBedz, and Tinaglia.

Trustees Scaletta and Rosenberg were absent.

Also in attendance were: Randy Recklaus, Mary Juarez, Tom Kuehne, Charles Perkins, Diana Mikula, Becky Hume, Kelly Livingston, and Mary Rath.

IV. NEW BUSINESS

A. Teen Center Planning

Mr. Recklaus said the former Teen Center building was built in 1952 as a library. The Village purchased it in 1994 to use as a Teen Center. The current operator is Chicago Youth for Christ and they are looking to terminate the lease. The building needs a new roof and other ongoing repairs. There is no municipal purpose for this building. The other taxing bodies are not interested in it. Since \$94,000 of CDBG funds were used to purchase the building, HUD needs to approve the sale and the village needs to reimburse some or all of these funds. The amount would need to be determined by HUD.

Mr. Recklaus outlined the options. It is zoned as public land, and there are only 6 dedicated parking spots. It is surrounded by single-family homes. The building could be torn down and redeveloped or sold. The village could issue an RFP for not for profit agencies that would qualify under CDBG. Trustee

Rosenberg said his preference is for one of these two options. The third option would be to issue an RFP for any users interested in preserving the existing historic building. The neighbors will have opinions and those viewpoints will need to be considered as well.

Mr. Perkins said the property could be two substandard single-family lots. The lots would be the same size as the homes to the west. The site could also be condominiums or apartments.

President Hayes said the property has no value from a landmark standpoint for him. He said he is willing to explore an option where the village was not on the hook for the CDBG funds.

Trustee Glasgow said there is no reasonable return for the village. He asked how easy it would be to lease. Mr. Recklaus said the village collects \$700 a month right now. The users that would be interested are limited. Mr. Recklaus said CDBG would be paid off from proceeds of the sale.

Mr. Perkins said if it is sold, the village will have to pay back into the village's CDBG fund. He said the village's approach would be sell and put in an equal percentage of the initial grant (12.5%) back, but it is not known if HUD will agree to that. Trustee Glasgow said he saw no reason to keep it.

Trustee LaBedz agreed that the building does not have historical value that would make it interesting to save. It is so under-parked, very few people could use it. She said it was reasonable to see two single-family homes there.

Trustee Baldino asked why there might be historic value. Mr. Recklaus said because it was the first purpose built library. There has not been a significant public airing of the building's future, so it is unknown what the public perception is. Mr. Perkins said people were concerned about Recreation Park as it is a WPA building. The Teen Center is not on any preservation list. Trustee Baldino said he did not see any value in holding onto the building, but because of the historic nature of the neighborhood, the village needs to be careful what is done there.

Trustee Tinaglia said it is a neat well-built old building so there is value there. The value of the land is approximately \$200,000 per lot, maybe a little higher. Demolition would cost \$100,000. The village would be lucky to get \$400,000 because a developer will have to spend a lot of money to get the lots ready for construction. If it could be repurposed, it would be great for a small business. He said he agreed with unloading it, but said let us be mindful of what goes in there.

Trustee Tinaglia asked how the village will prevent a use that upsets the neighbors from going in.

Mr. Recklaus said hopefully it could be sold to someone who will not upset

the neighbors with its new use. Any new use requires new zoning but this opens the village up to issues down the road. It will not be a financial windfall.

Trustee Blackwood suggested Wheeling Township services might need the space. She said she was also in favor of a professional office.

President Hayes said he was in favor of an RFP that includes more than a potential residential use, a low intensity commercial should be considered too. He said he was open to any and all potential buyers.

Trustee LaBedz asked of the building's attributes. It is ADA accessible, the bathrooms are up to date and there is a kitchen. Many of the basics are relatively current.

Trustee Sidor asked how large the space was. Answer: 28,000 square feet. He said he would like to see it preserved, but doesn't want it to be a burden on the village. Financially he does not think the village should keep it, but emotionally would like the building to survive.

Mr. Recklaus summarized the Board's wishes saying they are interested in an RFP that is open ended to see where the interest is. Mr. Kuehne said the roof will not be included in the 2018 budget as a result of this direction. The building will be secure, but undergo no major improvements.

V. OTHER BUSINESS

- A. Request for Closed Session per 5 ILCS 120/2(c)(2): Collective negotiating matters between the public body and its employees or their representatives, or deliberations concerning salary schedules for one or more classes of employees

VI. ADJOURNMENT

Trustee Glasgow moved to adjourn to Closed Session at 8:05 p.m. Trustee Sidor seconded the motion.

Ayes: Glasgow, Sidor, Baldino, LaBedz, Tinaglia, Blackwood, Hayes

Nays: None

The motion passed.



Item: Warrant Register 09/15/2017

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Warrant Register 9/15/2017	Warrant Register



**VILLAGE OF ARLINGTON
HEIGHTS**

WARRANT REGISTER FOR

CHECK DATE: 9-15-2017

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$327,577.53
227	Foreign Fire Ins Tax Fund	\$720.00
231	Criminal Investigation Fd	\$1,930.33
235	Municipal Parkg Opr Fund	\$6,447.60
401	Capital Projects Fund	\$635,297.63
426	Storm Water Control Fund	\$114,697.45
431	Public Building Fund	\$961,212.25
505	Water and Sewer Fund	\$571,029.82
515	Arts,Entert & Events Fund	\$10,892.64
605	Health Insurance Fund	\$308,894.32
611	General Liability Ins Fnd	\$3,512.15
615	Workers Compensation Ins	\$59,330.04
621	Fleet Operations Fund	\$15,335.63
625	Technology Fund	\$33,738.86
715	Guaranty Deposits Fund	\$1,800.00
TOTAL ALL FUNDS		\$3,052,416.25

WARRANT REGISTER - GM0002**Department: 0****Division: 0**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208111	715-0000-220.93-00	AHERN, THOMAS 171783	BOND REFUND	\$200.00	\$200.00
208116	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE REIMBURSEMENT	\$1,019.25	\$1,019.25
208142	101-0000-421.05-00	IRYNA BRUNARSKA	VEHICLE STICKER REFUND	\$80.00	\$80.00
208168	715-0000-220.93-00	CORRAL, JULIA 172812	BOND REFUND	\$200.00	\$200.00
208175	715-0000-220.93-00	DUFFER, ROBERT 171643	BOND REFUND	\$200.00	\$200.00
208188	101-0000-421.99-00	HALLOWEEN CITY	OL REFUND	\$604.00	\$604.00
208228	715-0000-220.93-00	MENARD, BYRON 171916	BOND REFUND	\$100.00	\$100.00
208244	715-0000-220.93-00	OLSLZEWDWA, MALGORRATA 172758	BOND REFUND	\$200.00	\$200.00
208258	715-0000-220.93-00	RICHARD & BARABARA WOJTASIK	BOND REFUND	\$200.00	\$200.00
208266	505-0000-452.43-00	STELLA/TIM SCHENING	SEWER BILL REFUND	\$53.84	\$53.84
208267	505-0000-120.80-00	SCHENING, TIM & STELLA	WATER BILL REFUND	\$47.34	\$47.34
208269	715-0000-220.93-00	SDP MANAGEMENT CORP 172111	BOND REFUND	\$150.00	\$150.00
208280	715-0000-220.93-00	STEVE KONTOS 17 829	BOND REFUND	\$150.00	\$150.00
208295	715-0000-220.93-00	UNGARO, JACK 171826	BOND REFUND	\$200.00	\$200.00
208309	715-0000-220.93-00	WALSH, RICHARD 171675	BOND REFUND	\$200.00	\$200.00
901271	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS	\$5,170.93	\$9,572.31
			FSA CLAIMS	\$4,401.38	
901272	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS	\$1,946.39	\$1,946.39
901275	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS	\$5,981.66	\$5,981.66
Division 0 Total					\$21,104.79
Department 0 Total					\$21,104.79

WARRANT REGISTER - GM0002

Department: 1 Board of Trustees

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208145	101-0101-501.21-65	CAPTION FIRST INC	CLOSED CAPTIONING AUGUST	\$900.00	\$900.00
901270	101-0101-501.22-05	CITIBANK	ROUTE 40678625	\$4.18	\$4.18
				Division 1 Total	\$904.18
				Department 1 Total	\$904.18

WARRANT REGISTER - GM0002**Department: 2 Integrated Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208139	515-0201-525.40-55	BMI GENERAL LICENSING	MUSIC LICENSING	\$736.20	\$736.20
208191	101-0201-502.22-02	HARRIS TRUST & SAVINGS BANK	ILLINOIS CITY COUNTY M	\$254.00	\$254.00
	101-0201-502.22-03	HARRIS TRUST & SAVINGS BANK	GARAGE TAVERN	\$40.16	\$745.16
			INTERNATION	\$705.00	
208251	101-0201-502.30-05	PETTY CASH	DIANE STAGGS	\$40.86	\$40.86
208305	101-0201-502.21-65	VERIZON WIRELESS	ACCT 88534852600001	\$127.15	\$127.15
208315	101-0201-502.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901270	101-0201-502.22-05	CITIBANK	ROUTE 40678625	\$83.74	\$83.74
Division 1 Total					\$2,072.11
Department 2 Total					\$2,072.11

WARRANT REGISTER - GM0002**Department: 3 Human Resources****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208184	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$26,921.86	\$33,781.03
			CLAIMS - MEDICAL LOSS	\$6,859.17	
	615-0301-552.42-80	GALLAGHER BASSETT SERVICES INC	CLAIMS - W/C	\$8,269.32	\$25,441.55
			CLAIMS - W/C	\$17,172.23	
208191	605-0301-552.20-50	HARRIS TRUST & SAVINGS BANK	NW COMMUNITY HOSPITAL	\$34.64	\$83.36
			NW COMMUNITY HOSPITAL	\$48.72	
	615-0301-552.20-50	HARRIS TRUST & SAVINGS BANK	JIMMY JOHNS - 748 - MO	\$52.92	\$52.92
208221	101-0301-503.40-70	KELLY LIVINGSTON	EMPLOYEE APPRECIATION	\$108.22	\$108.22
208243	101-0301-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$720.17	\$566.18
			OFFICE SUPPLIES	(\$153.99)	
	615-0301-552.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$6.19	\$47.77
			OFFICE SUPPLIES	\$41.58	
208251	101-0301-503.40-70	PETTY CASH	KELLY LIVINGSTON	\$50.73	\$103.39
			KELLY LIVINGSTON	\$52.66	
208308	605-0301-552.20-58	VISION SERVICE PLAN	SEPT PREMIER PLAN	\$4,266.05	\$6,307.93
			SEPT BASE PLAN	\$2,041.88	
208315	101-0301-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901270	101-0301-503.22-05	CITIBANK	ROUTE 40678625	\$9.89	\$9.89
	615-0301-552.22-05	CITIBANK	ROUTE 40678625	\$6.77	\$6.77
901271	101-0301-503.21-65	EMPLOYEE BENEFITS CORP	FEES - FSA	\$757.00	\$757.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901273	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	SEPT 2017 INS PREMIUM	\$5,638.07	\$5,638.07
	605-0301-552.20-66	PRUDENTIAL INSURANCE CO OF AMERICA	SEPT 2017 OPTIONAL INS	\$2,702.49	\$2,702.49
901274	605-0301-552.20-60	HMO ILLINOIS	ACCT 072749	\$294,162.47	\$294,162.47
				Division 1 Total	\$369,854.04
				Department 3 Total	\$369,854.04

WARRANT REGISTER - GM0002**Department: 4 Legal Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208138	101-0401-503.22-15	BHFX LLC	SERVICE PRINTING	\$7.50	\$7.50
208177	101-0401-503.20-20	ERNEST R BLOMQUIST PC	LEGAL SERVICES	\$6,555.00	\$6,555.00
208262	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$315.00	\$315.00
208297	101-0401-503.21-65	VERIZON WIRELESS	ACCT 68500580500002	\$91.14	\$91.14
208315	101-0401-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$140.90	\$140.90
901270	101-0401-503.22-05	CITIBANK	ROUTE 40678625	\$3.64	\$3.64
				Division 1 Total	\$7,113.18
				Department 4 Total	\$7,113.18

WARRANT REGISTER - GM0002**Department: 5 Finance****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2119	505-0501-503.40-87	ELAINE PETERSON	50/50 SEWER REBATE	\$5,362.21	\$5,362.21
208116	101-0501-503.22-05	AMERICAN PRINTING TECHNOLOGIES	SHIPPING/DELIVERY SERVICE	\$13,800.00	\$16,800.00
			SHIPPING/DELIVERY SERVICE	\$3,000.00	
	505-0501-503.22-10	AMERICAN PRINTING TECHNOLOGIES	SERVICE MISCELLANEOUS	\$720.35	\$720.35
208180	101-0501-503.22-10	FASTSIGNS	NAME PLATE	\$12.00	\$19.72
			SHIPPING FEES	\$7.72	
208181	101-0501-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$21.75	\$21.75
208184	611-0501-552.42-53	GALLAGHER BASSETT SERVICES INC	CLAIMS - VEHICLE LOSS	\$3,501.15	\$3,501.15
	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	\$11.00	\$11.00
208191	101-0501-503.22-03	HARRIS TRUST & SAVINGS BANK	IL MUNICIPAL L00 OF 00	\$165.00	\$165.00
	101-0501-503.30-01	HARRIS TRUST & SAVINGS BANK	CHICAGO TRIB SUBSCRIPT	\$390.00	\$390.00
208236	101-0501-503.30-05	MURNANE PAPER CO	PAPER SUPPLIES	\$122.00	\$122.00
208243	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$422.01	\$534.40
			OFFICE SUPPLIES	\$112.39	
208250	101-0501-503.30-05	PETTIBONE AND COMPANY P F	OFFICE SUPPLIES	\$354.80	\$354.80
208251	101-0501-503.21-65	PETTY CASH	GEORGINE VOIGHT	\$30.00	\$30.00
	101-0501-503.33-05	PETTY CASH	PAMELA WILKIEL	\$5.00	\$5.00
208276	101-0501-503.22-10	SPIRAL BINDING COMPANY INC	PRINTING SERVICE	\$165.23	\$165.23
208300	101-0501-503.21-65	VERIZON WIRELESS	ACCT 38508581800001	\$83.93	\$83.93
208315	101-0501-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$111.00
			OFFICE MACHINES & ACCESS	\$26.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901270	101-0501-503.22-05	CITIBANK	ROUTE 40678625	\$943.24	\$943.24
	505-0501-503.22-05	CITIBANK	ROUTE 40678625	\$1,128.14	\$1,128.14
				Division 1 Total	\$30,468.92
				Department 5 Total	\$30,468.92

WARRANT REGISTER - GM0002**Department: 6 Information Technology****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208117	625-0601-553.20-39	AMERICANEAGLE INC	WEBSITE MONTHLY FEES	\$180.00	\$180.00
208151	625-0601-572.50-10	CDS OFFICE TECHNOLOGIES	COMPUTERS,DP & WORD PROC.	\$4,316.00	\$9,413.00
			COMPUTERS,DP & WORD PROC.	\$3,933.00	
			COMPUTERS,DP & WORD PROC.	\$1,164.00	
					\$9,763.16
208172	625-0601-572.50-10	DELL MARKETING LP	COMPUTERS,DP & WORD PROC.	\$9,763.16	
208181	625-0601-553.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$38.17	\$38.17
208191	625-0601-553.22-03	HARRIS TRUST & SAVINGS BANK	LYNDA.COM, INC.	\$239.88	\$479.76
	625-0601-553.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$169.00	\$169.00
	625-0601-553.33-05	HARRIS TRUST & SAVINGS BANK	ZOHO CORPORATION	\$127.00	\$127.00
	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	CREDIT ADJUSTMENT	(\$5,947.02)	\$5,990.51
			DMI* DELL HLTHCR/PTR	\$5,947.02	
			MONOPRICE, INC.	\$43.49	
208210	625-0601-553.21-02	IMAGE SYSTEMS & BUSINESS SOLUTIONS	PRINTER SERVICE	\$104.50	\$249.00
			PRINTER SERVICE	\$144.50	
208239	625-0601-553.20-39	NETMOTION SOFTWARE INC	SOFTWARE MAINTENANCE	\$2,212.50	\$2,212.50
208274	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	COMPUTERS,DP & WORD PROC	\$1,049.00	\$1,049.00
208285	625-0601-553.20-39	SUPERION LLC	COGNOS	\$80.00	\$1,655.00
			COGNOS	\$1,575.00	
208303	625-0601-553.21-65	VERIZON WIRELESS	ACCT 98726153700001	\$464.90	\$464.90

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208306	625-0601-553.21-65	VERIZON WIRELESS	ACCT 68500580500001	\$1,368.60	\$1,368.60
801661	625-0601-553.21-65	AT & T	ACCT 8310002604723	\$578.80	\$578.80
				Division 1 Total	\$33,738.40
				Department 6 Total	\$33,738.40

WARRANT REGISTER - GM0002

Department: 7 GIS

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901270	625-0701-553.22-05	CITIBANK	ROUTE 40678625	\$0.46	\$0.46
				Division 1 Total	\$0.46
				Department 7 Total	\$0.46

WARRANT REGISTER - GM0002**Department: 10 Boards & Commissions****Division: 8**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208167	101-1008-502.20-75	CONRAD POLYGRAPH INC	INDIVIUDAL EXAM (1) PD	\$160.00	\$160.00
208191	101-1008-502.22-01	HARRIS TRUST & SAVINGS BANK	TEMPLEPUBLI	\$295.00	\$590.00
			WORKPLACE DIVERSITY LL	\$295.00	
Division 8 Total					\$750.00

Division: 18

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208178	515-1018-525.40-55	FACE PAINTING & BALLON ART	BALLOON TWISTER FOR AUTUM	\$800.00	\$800.00
208284	515-1018-525.40-55	SUNSHINE FARM II	ZOO & HORSE TROLLEY AUTUM	\$2,380.00	\$2,380.00
Division 18 Total					\$3,180.00

Division: 19

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208110	101-1019-502.22-02	ACTIVE TRANSPORTATION ALLIANCE	MEMBERSHIP / RENEWAL DUES	\$210.00	\$210.00
208259	101-1019-502.22-02	RIDE ILLINOIS	MEMBERSHIP / RENEWAL DUES	\$180.00	\$180.00
Division 19 Total					\$390.00

Division: 22

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901270	101-1022-502.22-05	CITIBANK	ROUTE 40678625	\$123.74	\$123.74
Division 22 Total					\$123.74
Department 10 Total					\$4,443.74

WARRANT REGISTER - GM0002**Department: 30 Police Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208108	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	\$156.63	\$156.63
208191	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	IL TOLLWAY-DOWNERS GRO	\$70.83	\$569.83
			SKILLPATH NATIONAL	\$499.00	
	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	RWS-ESERVICES	(\$439.55)	(\$439.55)
	101-3001-511.30-20	HARRIS TRUST & SAVINGS BANK	B&H PHOTO MOTO	\$943.50	\$943.50
	101-3001-511.33-05	HARRIS TRUST & SAVINGS BANK	ADOBE *ACROPRO SUBS	\$191.12	\$669.12
			MARIANOS FRESH00085019	\$78.00	
			GRAND FRAME INC.	\$400.00	
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	LAW ENFORCEMENT TARGET	\$297.45	\$797.68
			72403 - 55 EAST MONROE	\$33.00	
			JAMESONS CHARHOUSE	\$238.57	
			JD S Q & BREW	\$50.99	
			JEWEL #3478	\$5.91	
			JEWEL #3478	\$28.11	
			PANERA BREAD #3287	\$29.83	
			PANERA BREAD #3287	\$39.41	
			PORTILLOS HOT DOGS #9	\$34.41	
			LAZ PARKING 600193S	\$40.00	
	101-3001-511.33-30	HARRIS TRUST & SAVINGS BANK	HALLOWEENCOSTUMES COM	\$157.96	\$157.96
208207	101-3001-511.22-03	HUNDRIESER NANCY	TRAVEL REQUEST	\$807.40	\$807.40
208208	101-3001-511.22-03	IL ASSOC OF TECHNICAL	REGISTRATION	\$150.00	\$150.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208213	101-3001-511.30-35	JAMES JENNINGS	REIMBURSEMENT	\$102.84	\$102.84
208215	101-3001-511.30-35	JG UNIFORMS	CLOTHING	\$105.00	\$647.83
			CLOTHING	\$172.30	
			CLOTHING	\$66.65	
			CLOTHING	\$20.28	
			CLOTHING	\$150.00	
			CLOTHING	\$48.00	
			CLOTHING	\$5.50	
			CLOTHING	\$66.65	
			CLOTHING	\$7.95	
			CLOTHING	\$5.50	
208217	101-3001-511.33-05	KEL TECH PLASTICS INC	COMPUTER SUPPLIES	\$375.00	\$375.00
	101-3001-511.33-25	KEL TECH PLASTICS INC	COMPUTER SUPPLIES	\$500.00	\$500.00
208219	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$235.30	\$302.83
			OFFICE MACHINES & ACCESS	\$67.53	
208224	101-3001-511.22-03	MACK STEPHANIE	TRAVEL REQUEST	\$1,885.15	\$1,885.15
208230	101-3001-511.21-65	METRO-WESTERN COOK CREDIT	SERVICE MISCELLANEOUS	\$64.00	\$64.00
208238	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$450.00	\$625.00
			REGISTRATION	\$50.00	
			REGISTRATION	\$125.00	
208241	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	SHORTPAY FROM MAY INVOICE	\$2.00	\$69,131.18
			MEMBER ASSESSMENT	\$69,129.18	
208243	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$389.85	\$985.34

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208243	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$318.35	\$985.34
			OFFICE SUPPLIES	\$277.14	
208249	101-3001-511.30-35	ANTHONY PADIYARA	CLOTHING	\$321.75	\$321.75
208256	101-3001-511.22-03	RADEK TODD	ANNUAL CONFERENCE	\$2,191.94	\$2,191.94
208257	101-3001-511.30-35	RAY O'HERRON	CLOTHING	\$70.00	\$925.88
			CLOTHING	\$133.50	
			CLOTHING	\$297.98	
			CLOTHING	\$155.99	
			CLOTHING	\$30.50	
			CLOTHING	\$49.98	
			CLOTHING	\$187.93	
208279	101-3001-511.22-03	STATE POLICE SERVICES FUND	REGISTRATION	\$202.40	\$202.40
208282	101-3001-511.33-25	SUBURBAN ACCENTS INC	DECALS	\$50.00	\$50.00
208283	101-3001-511.22-10	SUMMIT PRINT SOLUTIONS	SERVICE PRINTING	\$90.00	\$90.00
208298	101-3001-511.21-65	VERIZON WIRELESS	ACCT 68682493000001	\$3,493.02	\$3,493.02
901270	101-3001-511.22-05	CITIBANK	ROUTE 40678625	\$576.02	\$576.02
Division 1 Total					\$86,282.75

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208143	231-3003-511.40-01	BUTLER MICHAEL	REIMBURSEMENT	\$281.00	\$281.00
208191	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	COURTYARD BY MARRIOTT	\$444.64	\$889.28
208268	231-3003-511.40-01	SCIENTIFIC ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	\$61.79	\$124.78
			CANINE UNIT PROGRAM	\$62.99	

Check Date: 9-15-2017

Wednesday, September 13, 2017

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208307	231-3003-511.40-01	VETERINARY SPECIALTY CENTER	VETERINARY SERVICES	\$635.27	\$635.27
				Division 3 Total	\$1,930.33
				Department 30 Total	\$88,213.08

WARRANT REGISTER - GM0002**Department: 35 Fire****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208112	101-3501-512.31-85	AIR ONE EQUIPMENT	FIRE PROTECTION EQUIP	\$199.08	\$510.96
			FIRE PROTECTION EQUIP	\$311.88	
208120	101-3501-512.33-05	ARLINGTON HTS PARK DISTRICT	OFFICE SUPPLIES	\$59.00	\$59.00
208121	101-3501-512.33-50	ARROW INTERNATIONAL INC	MEDICAL SUPPLIES	\$643.67	\$643.67
208150	101-3501-512.31-85	CDS OFFICE TECHNOLOGIES	COMPUTER SUPPLIES	\$975.96	\$975.96
208152	101-3501-512.31-65	CDW GOVERNMENT INC	COMPUTER SUPPLIES	\$76.74	\$76.74
208165	101-3501-512.31-60	COMPANY ONE	FIRE PROTECTION EQUIP	\$3,180.00	\$3,452.00
			SHIPPING/DELIVERY SERVICE	\$272.00	
208191	101-3501-512.22-02	HARRIS TRUST & SAVINGS BANK	4TE*EMT BASIC INITAL F	\$1.00	\$41.00
			4TE*IDPH EMS HWYSAFETY	\$40.00	
	101-3501-512.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$710.43	\$710.43
	101-3501-512.30-35	HARRIS TRUST & SAVINGS BANK	SP * FFTOB	\$315.00	\$315.00
	101-3501-512.31-65	HARRIS TRUST & SAVINGS BANK	SQU*SQ *RESCUE WIPES	\$105.00	\$105.00
208215	101-3501-512.30-35	JG UNIFORMS	CLOTHING	\$3,564.00	\$3,679.00
			CLOTHING	\$115.00	
208229	101-3501-512.31-85	MES	SAFETY & FIRST AID EQUIP.	\$3,504.69	\$3,504.69
208240	101-3501-512.22-03	NORTHEASTERN IL PUBLIC SAFETY	LEADERSHIP CLASS	\$350.00	\$350.00
208241	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	\$23,043.07	\$23,043.07
	101-3501-512.21-02	NORTHWEST CENTRAL DISPATCH SYS	RADIO REPAIR	\$292.00	\$292.00
208243	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$63.45	\$63.45

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208282	101-3501-512.21-07	SUBURBAN ACCENTS INC	DECALS	\$150.00	\$150.00
208304	101-3501-512.21-65	VERIZON WIRELESS	ACCT 44205897800001	\$981.69	\$981.69
208315	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$189.00
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
901270	101-3501-512.22-05	CITIBANK	ROUTE 40678625	\$25.26	\$25.26
Division 1 Total					\$39,167.92
Department 35 Total					\$39,167.92

WARRANT REGISTER - GM0002

Department: 37 Foreign Fire Insurance

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208215	227-3701-512.30-35	JG UNIFORMS	CLOTHING	\$720.00	\$720.00
				Division 1 Total	\$720.00
				Department 37 Total	\$720.00

WARRANT REGISTER - GM0002**Department: 40 Planning****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208302	101-4001-521.21-65	VERIZON WIRELESS	ACCT 38042002700001	\$518.50	\$518.50
208315	101-4001-521.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$37.96	\$37.96
901270	101-4001-521.22-05	CITIBANK	ROUTE 40678625	\$356.71	\$356.71
				Division 1 Total	\$913.17
				Department 40 Total	\$913.17

WARRANT REGISTER - GM0002**Department: 45 Building****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208191	101-4501-523.22-02	HARRIS TRUST & SAVINGS BANK	INT L ASSOC OF FIRE CH	\$120.00	\$120.00
	101-4501-523.22-03	HARRIS TRUST & SAVINGS BANK	PACEPDHCOM	\$98.00	\$98.00
	101-4501-523.33-05	HARRIS TRUST & SAVINGS BANK	AMPERAGE ELECTRICAL SU	\$131.04	\$131.04
208288	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$38.00	\$456.00
			SERVICE BLDG MAINT	\$38.00	
			SERVICE BLDG MAINT	\$380.00	
208299	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800002	\$144.04	\$144.04
208301	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800001	\$540.82	\$540.82
208315	101-4501-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$138.44
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$27.44	
901270	101-4501-523.22-05	CITIBANK	ROUTE 40678625	\$152.16	\$152.16
Division 1 Total					\$1,780.50

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208182	101-4502-523.21-10	FLECKS LANDSCAPING	PROPERTY MAINTENANCE	\$85.00	\$985.00
			PROPERTY MAINTENANCE	\$90.00	
			PROPERTY MAINTENANCE	\$200.00	
			PROPERTY MAINTENANCE	\$85.00	
			PROPERTY MAINTENANCE	\$70.00	
			PROPERTY MAINTENANCE	\$130.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208182	101-4502-523.21-10	FLECKS LANDSCAPING	PROPERTY MAINTENANCE	\$85.00	\$985.00
			PROPERTY MAINTENANCE	\$70.00	
			PROPERTY MAINTENANCE	\$85.00	
			PROPERTY MAINTENANCE	\$85.00	
208191	101-4502-523.21-65	HARRIS TRUST & SAVINGS BANK	J2 *MYFAX SERVICES	\$10.00	\$10.00
	101-4502-523.22-03	HARRIS TRUST & SAVINGS BANK	IL PUBLIC HEALTH ASSOC	\$125.00	\$125.00
	101-4502-523.30-01	HARRIS TRUST & SAVINGS BANK	TME*PEOPLE MAGAZINE	\$49.50	\$49.50
	101-4502-523.40-53	HARRIS TRUST & SAVINGS BANK	COMED PAYMENT	\$459.57	\$2,370.03
			0784 - MOTEL 6	\$57.49	
			0784 - MOTEL 6	\$144.88	
			COMED PAYMENT	\$400.00	
			COMED PAYMENT	\$402.50	
			COMED PAYMENT	\$452.22	
			COMED PAYMENT	\$453.37	
208195	101-4502-523.30-01	HEALTHNEWS	2 YR SUBSCRIPTION	\$54.00	\$54.00
208251	101-4502-523.22-03	PETTY CASH	SEAN FRERES	\$9.63	\$9.63
	101-4502-523.33-10	PETTY CASH	PATTI KOZLOWSKI	\$7.35	\$7.35
208315	101-4502-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901270	101-4502-523.22-05	CITIBANK	ROUTE 40678625	\$71.43	\$71.43
Division 2 Total					\$3,766.94

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208190	101-4503-523.21-65	HARPER COLLEGE	SPANISH CLASS	\$100.00	\$100.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208191	101-4503-523.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	(\$6.78)	\$105.32
			SAMS CLUB #8198	\$119.76	
			WAYFAIR*WAYFAIR	(\$7.66)	
208197	101-4503-523.21-02	HOFFMANN PIANO SERVICE	TUNE PIANO	\$100.00	\$100.00
208243	101-4503-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$59.96	\$59.96
208315	101-4503-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$18.60	\$18.60
901270	101-4503-523.22-05	CITIBANK	ROUTE 40678625	\$5.52	\$5.52
Division 3 Total					\$389.40
Department 45 Total					\$5,936.84

WARRANT REGISTER - GM0002**Department: 50 Engineering****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208122	401-5001-571.50-30	ARROW ROAD CONSTRUCTION CO	SERVICE CONSTRUCTION	\$134,482.68	\$134,482.68
208137	401-5001-571.50-30	DONNA BEST	SIDEWALK REIMBURSEMENT	\$287.50	\$287.50
208155	101-5001-524.30-20	CLIFFORD WALD	MAINTENANCE SUPPLIES	\$395.00	\$395.00
208173	426-5001-571.50-25	DIMEO BROTHERS INC	SERVICE CONSULTING	\$111,209.95	\$111,209.95
208186	101-5001-524.20-05	GOVTEMPSUSA LLC	TEMP PLAN REVIEWER	\$1,960.00	\$1,960.00
208211	101-5001-524.20-05	INFRASTRUCTURE MGMT SERVICES	SERVICE MISCELLANEOUS	\$2,000.00	\$2,000.00
208216	401-5001-571.50-30	JOHNSON PAVING CO	SERVICE CONSTRUCTION	\$497,795.24	\$497,795.24
208222	401-5001-571.50-30	CARRIE LOMBARDI	SIDEWALK REIMBURSEMENT	\$143.75	\$143.75
208243	101-5001-524.21-02	OFFICE DEPOT	OFFICE SUPPLIES	\$371.85	\$371.85
	101-5001-524.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$314.16	\$314.16
208247	401-5001-571.50-30	ANDREW OSTMEN	SIDEWALK REIMBURSEMENT	\$425.00	\$425.00
208251	101-5001-524.30-35	PETTY CASH	NANCY JULIUS	\$50.00	\$50.00
208281	401-5001-571.50-30	KEN STRACK	SIDEWALK REIMBURSEMENT	\$115.00	\$115.00
208310	401-5001-571.50-30	STEVEN WEBER	SIDEWALK REIMBURSEMENT	\$143.75	\$143.75
208313	401-5001-571.50-30	MATT WINDSOR	DRIVEWAY REIMBURSEMENT	\$727.60	\$727.60
208315	101-5001-524.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901270	101-5001-524.22-05	CITIBANK	ROUTE 40678625	\$21.81	\$21.81
Division 1 Total					\$750,528.29
Department 50 Total					\$750,528.29

WARRANT REGISTER - GM0002**Department: 71 Public Works****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208109	101-7101-531.31-70	ACTIVE ELECTRICAL SUPPLY CO	MAINTENANCE SUPPLIES	\$2,104.50	\$2,104.50
208114	101-7101-531.21-11	ALPHA BUILDING MAINTENANCE SRVS	SERVICE BLDG MAINT	\$3,562.50	\$3,562.50
208115	101-7101-531.21-02	AMERICAN DOOR & DOCK	MAINTENANCE SUPPLIES	\$201.15	\$1,015.20
			MAINTENANCE SUPPLIES	\$545.85	
			MAINTENANCE SUPPLIES	\$268.20	
	401-7101-571.50-20	AMERICAN DOOR & DOCK	MAINTENANCE SUPPLIES	\$1,177.11	\$1,177.11
208124	101-7101-531.22-70	AT & T	BILL 217S667106106	\$1,711.02	\$1,711.02
208125	101-7101-531.22-70	AT & T	ACCT 84759060006156	\$876.06	\$876.06
208127	101-7101-531.22-70	AT & T	ACCT 84757754536603	\$70.86	\$70.86
208128	101-7101-531.22-70	AT & T	ACCT 84757757951551	\$253.59	\$253.59
208130	101-7101-531.22-70	AT & T	ACCT 84739271083278	\$41.87	\$41.87
208131	101-7101-531.22-70	AT & T	ACCT 84779713213488	\$41.87	\$41.87
208132	101-7101-531.22-70	AT & T	ACCT 84739208661733	\$44.18	\$44.18
208135	101-7101-531.31-45	BARCO PRODUCTS CO	OFFICE SUPPLIES	\$375.35	\$375.35
208140	101-7101-531.30-39	BP	FUEL	\$36.69	\$36.69
208154	101-7101-531.21-11	CINTAS CORP	MATS	\$29.68	\$29.68
	101-7101-531.30-35	CINTAS CORP	CLOTHING	\$60.07	\$60.07
208159	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0211092232	\$146.76	\$146.76
208166	101-7101-531.21-11	COMPLETE CLEANING CO INC	SERVICE BLDG MAINT	\$5,103.00	\$5,103.00
208169	101-7101-531.22-03	STEVE CRAFT	CASH ADVANCE FOR IPSI	\$625.05	\$625.05
208171	101-7101-531.22-03	DEADESSIS NICK	CASH ADVANCE FOR IPSI	\$649.40	\$649.40

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208174	101-7101-531.21-55	DRISCOLL PRODUCTS INC	BEE REMOVAL	\$125.00	\$125.00
208176	101-7101-531.31-55	EDWARD STAUBER WHOLESALE HARDWARE	MAINTENANCE SUPPLIES	\$21.00	\$21.00
208183	101-7101-531.21-02	FOUNTAIN TECHNOLOGIES LTD	FOUNTAIN REPAIR	\$100.00	\$100.00
208187	101-7101-531.31-55	GRAINGER W W INC	HARDWARE SUPPLIES	\$1,111.28	\$2,960.96
			HARDWARE SUPPLIES	(\$38.80)	
			HARDWARE SUPPLIES	\$326.96	
			HARDWARE SUPPLIES	\$1,051.06	
			HARDWARE SUPPLIES	\$440.85	
			HARDWARE SUPPLIES	\$69.61	
	101-7101-531.31-65	GRAINGER W W INC	BATTERIES	\$92.65	\$92.65
	101-7101-531.31-80	GRAINGER W W INC	OFFICE SUPPLIES	\$501.52	\$501.52
	101-7101-531.31-85	GRAINGER W W INC	VEH MAINTENANCE SUPPLY	\$115.96	\$115.96
	101-7101-531.31-65	HARRIS TRUST & SAVINGS BANK	APL* ITUNES.COM/BILL	\$0.99	\$32.83
208191			OTTERBOX/LIFEPROOF	\$31.84	
208192	101-7101-531.21-02	HASTINGS AIR ENERGY CONTROL	SERVICE BLDG MAINT	\$993.00	\$993.00
208206	101-7101-531.31-45	HP PRODUCTS CORP	OFFICE SUPPLIES	\$72.88	\$72.88
208212	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	\$187.00	\$670.00
			PEST CONTROL	\$96.00	
			PEST CONTROL	\$220.00	
			PEST CONTROL	\$167.00	
208223	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$2.36	\$17.52
			HARDWARE SUPPLIES	\$15.16	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208223	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$16.12	\$158.90
			HARDWARE SUPPLIES	\$142.78	
208225	426-7101-571.50-25	MANHARD CONSULTING	MS4 PERMIT COMPLIANCE	\$1,395.00	\$3,487.50
			MAINTENANCE	\$2,092.50	
208232	101-7101-531.21-55	MILIEU DESIGN LLC	SERVICE MISCELLANEOUS	\$2,254.89	\$2,254.89
208240	101-7101-531.22-03	NORTHEASTERN IL PUBLIC SAFETY	FLAGGER TRAINING	\$100.00	\$100.00
208242	101-7101-531.31-75	NORTHWEST ELECTRICAL SUPPLY CO	STREET LIGHTING SUPPLIES	\$72.48	\$223.76
			STREET LIGHTING SUPPLIES	\$35.67	
			STREET LIGHTING SUPPLIES	\$115.61	
208243	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$18.87	\$109.48
			OFFICE SUPPLIES	\$90.61	
208245	101-7101-531.31-90	ORANGE CRUSH LLC	STREET/SIDEWALK SUPPLIES	\$3,949.20	\$72,552.44
			STREET/SIDEWALK SUPPLIES	\$7,960.00	
			STREET/SIDEWALK SUPPLIES	\$7,164.00	
			STREET/SIDEWALK SUPPLIES	\$11,283.25	
			STREET/SIDEWALK SUPPLIES	\$8,395.89	
			STREET/SIDEWALK SUPPLIES	\$243.20	
			STREET/SIDEWALK SUPPLIES	\$5,946.18	
			STREET/SIDEWALK SUPPLIES	\$8,463.48	
			STREET/SIDEWALK SUPPLIES	\$320.00	
			STREET/SIDEWALK SUPPLIES	\$50.00	
			STREET/SIDEWALK SUPPLIES	\$450.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208245	101-7101-531.31-90	ORANGE CRUSH LLC	STREET/SIDEWALK SUPPLIES	\$200.00	\$72,552.44
			STREET/SIDEWALK SUPPLIES	\$250.00	
			STREET/SIDEWALK SUPPLIES	\$11,011.35	
			STREET/SIDEWALK SUPPLIES	\$6,865.89	
208246	101-7101-531.31-80	OSBURN ASSOCIATES INC	OFFICE SUPPLIES	\$1,091.25	\$1,091.25
208251	101-7101-531.31-65	PETTY CASH	CRIS PAPIERNIAK	\$19.98	\$50.95
			CRIS PAPIERNIAK	\$30.97	
208252	101-7101-531.22-70	PRECISE MRM LLC	DATA PLAN/MONTHLY FEE	\$349.41	\$349.41
208253	101-7101-531.33-05	PRO SAFETY INC	HARDWARE SUPPLIES	\$150.00	\$150.00
208254	101-7101-531.21-15	MARIAN PURTELL	CURB REIMBURSEMENT	\$450.80	\$450.80
208255	101-7101-531.31-55	QUINCY COMPRESSOR LLC	MAINTENANCE SUPPLIES	\$217.86	\$217.86
208261	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	VEH MAINTENANCE SUPPLY	\$15,491.44	\$15,278.64
			VEH MAINTENANCE SUPPLY	(\$15,491.44)	
			VEH MAINTENANCE SUPPLY	\$15,278.64	
208271	101-7101-531.21-65	SEECCLICKFIX	SERVICE CONSULTING	\$6,237.40	\$6,237.40
208272	101-7101-531.31-40	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$20.18	\$20.18
	101-7101-531.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$5.49	\$5.49
	101-7101-531.31-85	SHERWIN ACE HARDWARE	CREDIT FOR INVOICE 069194	(\$28.98)	(\$16.00)
			HARDWARE SUPPLIES	\$12.98	
208273	101-7101-531.31-40	SITEONE LANDSCAPE SUPPLY LLC	IRRIGATION SUPPLIES	\$52.28	\$52.28
208275	101-7101-531.30-39	SPEEDWAY LLC	FUEL	\$96.05	\$96.05
208278	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	SERVICE BLDG MAINT	\$299.18	\$299.18
208281	101-7101-531.21-15	KEN STRACK	CURB REIMBURSEMENT	\$372.40	\$372.40

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208289	101-7101-531.31-80	THREE M	HARDWARE SUPPLIES	\$693.08	\$693.08
208290	101-7101-531.31-80	TRAFFIC CONTROL & PROTECTION	SIGNS	\$625.00	\$625.00
208291	101-7101-531.31-70	TRAFFIC CONTROL CORP	MAINTENANCE SUPPLIES	\$770.00	\$3,515.00
			MAINTENANCE SUPPLIES	\$2,745.00	
208292	101-7101-531.31-65	ULINE INC	OFFICE SUPPLIES	\$324.87	\$324.87
208296	101-7101-531.21-02	VALLEY FIRE PROTECTION	SPRINKLER TEST	\$960.00	\$8,810.00
			SPRINKLER TEST	\$2,380.00	
			SPRINKLER TEST	\$2,480.00	
			SPRINKLER TEST	\$2,990.00	
801662	101-7101-531.21-50	NICOR	ACCT 06802945268	\$25.04	\$3,388.91
			ACCT 15839647334	\$25.05	
			ACCT 1942640000	\$92.55	
			ACCT 25422686599	\$1,649.51	
			ACCT 28178600004	\$188.83	
			ACCT 38096400007	\$90.54	
			ACCT 38178600003	\$48.39	
			ACCT 40178600009	\$34.98	
			ACCT 53278600001	\$236.77	
			ACCT 58401600000	\$325.04	
			ACCT 72489260108	\$168.99	
			ACCT 97034457784	\$503.22	
901270	101-7101-531.22-05	CITIBANK	ROUTE 40678625	\$38.72	
				Division 1 Total	\$144,566.52

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
Department 71 Total					\$144,566.52

WARRANT REGISTER - GM0002**Department: 72 Water and Sewer****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208123	505-7201-561.22-70	AT & T	ACCT 84759080850047	\$178.28	\$178.28
208126	505-7201-561.22-70	AT & T	ACCT 84759021056118	\$984.17	\$984.17
208129	505-7201-561.22-70	AT & T	ACCT 84743746858567	\$41.87	\$41.87
208133	505-7201-561.22-70	AT & T	ACCT 84743746842777	\$41.87	\$41.87
208136	505-7201-561.31-65	BATTERIES PLUS LLC	OFFICE SUPPLIES	\$132.95	\$132.95
208138	505-7201-561.22-10	BHFX LLC	PRINTING SUPPLIES	\$24.13	\$24.13
208144	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$4,780.97	\$4,780.97
	505-7201-561.21-62	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$1,235.00	\$1,235.00
	505-7201-561.31-90	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$1,239.99	\$1,239.99
208158	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0789016039	\$382.08	\$382.08
208160	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0522082015	\$371.09	\$371.09
208161	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0405097038	\$3,166.20	\$3,166.20
208162	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0159027139	\$2,324.52	\$2,324.52
208163	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0705092066	\$37.23	\$37.23
208170	505-7201-561.21-20	DAHME MECHANICAL INDUSTRIES	SERVICE BLDG MAINT	\$2,380.00	\$2,380.00
208187	505-7201-561.31-85	GRAINGER W W INC	VEH MAINTENANCE SUPPLY	\$273.38	\$273.38
208191	505-7201-561.22-02	HARRIS TRUST & SAVINGS BANK	AWWA.ORG	\$206.00	\$206.00
208193	505-7201-561.21-35	HBK WATER METER SERVICE INC	SERVICE METER	\$801.89	\$801.89
	505-7201-561.31-02	HBK WATER METER SERVICE INC	SERVICE METER	\$158.28	\$244.53
			SERVICE METER	\$86.25	
208194	505-7201-561.31-01	HD SUPPLY WATERWORKS LTD	WATER DIST SUPPLY	\$1,617.60	\$1,617.60

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208198	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0300013030	\$4,336.78	\$4,336.78
208199	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0528113037	\$1,998.11	\$1,998.11
208201	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0522082015	\$186.35	\$186.35
208202	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0789016039	\$140.13	\$140.13
208204	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0405097038	\$2,179.60	\$2,179.60
208205	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0159027139	\$120.31	\$120.31
208223	505-7201-561.31-02	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$247.94	\$247.94
208234	505-7201-561.31-01	MUNICIPAL MARKING DIST INC	OFFICE SUPPLIES	\$695.00	\$695.00
208240	505-7201-561.22-03	NORTHEASTERN IL PUBLIC SAFETY	FLAGGER TRAINING	\$50.00	\$50.00
208243	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$71.90	\$154.96
			OFFICE SUPPLIES	\$83.06	
208245	505-7201-561.31-90	ORANGE CRUSH LLC	STREET/SIDEWALK SUPPLIES	\$699.13	\$699.13
208248	505-7201-561.31-90	OZINGA READY MIX CONCRETE INC	MAINTENANCE SUPPLIES	\$773.00	\$773.00
208251	505-7201-561.30-05	PETTY CASH	SAM ARGIRIS	\$17.99	\$17.99
208252	505-7201-561.22-70	PRECISE MRM LLC	COMPUTER EQUIPMENT	\$349.41	\$349.41
208253	505-7201-561.33-05	PRO SAFETY INC	HARDWARE SUPPLIES	\$150.00	\$150.00
208270	505-7201-561.31-55	SECURITY EQUIPMENT SUPPLY	HARDWARE SUPPLIES	\$49.50	\$49.50
208271	505-7201-561.21-65	SEECCLICKFIX	SERVICE CONSULTING	\$5,757.60	\$5,757.60
208272	505-7201-561.31-01	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$19.98	\$19.98
	505-7201-561.31-02	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$14.36	\$14.36
	505-7201-561.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$73.10	\$73.10
208278	505-7201-561.31-01	STANDARD PIPE & SUPPLY INC	WATER DIST SUPPLY	\$57.81	\$57.81

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208278	505-7201-561.31-02	STANDARD PIPE & SUPPLY INC	METERS SUPPLY	\$111.00	\$111.00
208286	505-7201-561.21-35	TAYLOR PLUMBING	METERS SUPPLY	\$12,102.55	\$12,102.55
208287	505-7201-561.31-02	TEST GAUGE & BACKFLOW SUPPLY	METERS SUPPLY	\$343.28	\$6,119.14
			METERS SUPPLY	\$1,122.74	
			STOCK BACKFLOW DEVICES	\$2,751.78	
			STOCK BACKFLOW DEVICES	\$1,901.34	
208294	505-7201-561.31-07	UNDERGROUND PIPE & VALVE	HARDWARE SUPPLIES	\$738.60	\$738.60
208318	505-7201-561.31-85	ZORO TOOLS INC	HARDWARE SUPPLIES	\$248.80	\$248.80
208319	505-7201-561.31-55	1000BULBS.COM	BULBS	\$61.46	\$61.46
801662	505-7201-561.21-50	NICOR	ACCT 04055600003	\$115.37	\$561.09
			ACCT 19278600002	\$306.37	
			ACCT 42567835683	\$27.06	
			ACCT 58544400003	\$25.71	
			ACCT 90920700003	\$86.58	
801663	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0368380009	\$32.49	\$32.49
				Division 1 Total	\$58,509.94
				Department 72 Total	\$58,509.94

WARRANT REGISTER - GM0002**Department: 73 Parking****Division: 2**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208156	235-7302-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4874331007	\$1,135.22	\$1,135.22
208200	235-7302-532.21-50	HOMEFIELD ENERGY	ACCT 4874331007	\$3,532.94	\$3,532.94
				Division 2 Total	\$4,668.16

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208164	235-7303-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4643395004	\$618.63	\$618.63
801662	235-7303-532.21-50	NICOR	ACCT 12690400002	\$25.62	\$25.62
				Division 3 Total	\$644.25

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208157	235-7304-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0983023007	\$278.22	\$278.22
208203	235-7304-532.21-50	HOMEFIELD ENERGY	ACCT 0983023007	\$766.98	\$766.98
801662	235-7304-532.21-50	NICOR	ACCT 92296400002	\$89.99	\$89.99
				Division 4 Total	\$1,135.19
				Department 73 Total	\$6,447.60

WARRANT REGISTER - GM0002**Department: 75 Municipal Fleet Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208113	621-7501-551.21-07	ALEXANDER EQUIPMENT CO INC	VEH MAINTENANCE SUPPLY	\$263.38	\$263.38
208118	621-7501-551.21-07	ARLINGTON CAR WASH & DETAIL	VEH MAINTENANCE SUPPLY	\$5.95	\$5.95
208119	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$7.78	\$885.90
			VEH MAINTENANCE SUPPLY	\$691.83	
			VEH MAINTENANCE SUPPLY	\$186.29	
208134	621-7501-551.31-51	AUTO TECH CENTERS INC	VEH MAINTENANCE SUPPLY	\$1,111.54	\$1,111.54
208136	621-7501-551.31-51	BATTERIES PLUS LLC	VEH MAINTENANCE SUPPLY	\$74.80	\$104.16
			VEH MAINTENANCE SUPPLY	\$104.16	
				(\$74.80)	
208141	621-7501-551.21-07	BRISTOL HOSE & FITTING INC	VEH MAINTENANCE SUPPLY	\$57.06	\$342.81
			VEH MAINTENANCE SUPPLY	\$285.75	
208146	621-7501-551.21-07	CAR PRETTY	VEH MAINTENANCE SUPPLY	\$100.00	\$100.00
208147	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$155.85	\$782.63
			VEH MAINTENANCE SUPPLY	\$32.20	
			VEH MAINTENANCE SUPPLY	\$205.86	
			VEH MAINTENANCE SUPPLY	\$22.55	
			VEH MAINTENANCE SUPPLY	\$14.00	
			VEH MAINTENANCE SUPPLY	\$28.00	
			VEH MAINTENANCE SUPPLY	\$17.74	
			VEH MAINTENANCE SUPPLY	\$123.99	
			VEH MAINTENANCE SUPPLY	\$23.68	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208147	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$86.80	\$782.63
			VEH MAINTENANCE SUPPLY	\$71.96	
208148	621-7501-551.21-07	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	\$75.00	\$75.00
	621-7501-551.31-51	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	(\$296.00)	\$444.00
			VEH MAINTENANCE SUPPLY	(\$80.00)	
			VEH MAINTENANCE SUPPLY	\$100.00	
			VEH MAINTENANCE SUPPLY	\$380.00	
			VEH MAINTENANCE SUPPLY	\$130.00	
			VEH MAINTENANCE SUPPLY	\$210.00	
			VEH MAINTENANCE SUPPLY	\$210.00	
208149	621-7501-551.31-51	CASTLE CHEVROLET NORTH	VEH MAINTENANCE SUPPLY	\$515.23	\$515.23
208153	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	\$153.33	\$618.96
			VEH MAINTENANCE SUPPLY	\$122.62	
			VEH MAINTENANCE SUPPLY	\$14.28	
			VEH MAINTENANCE SUPPLY	\$97.90	
			VEH MAINTENANCE SUPPLY	\$96.92	
			VEH MAINTENANCE SUPPLY	\$41.93	
			VEH MAINTENANCE SUPPLY	\$45.99	
			VEH MAINTENANCE SUPPLY	\$45.99	
208154	621-7501-551.30-35	CINTAS CORP	CLOTHING	\$60.08	\$60.08
208179	621-7501-551.31-51	FACTORY MOTOR PARTS	VEH MAINTENANCE SUPPLY	\$58.71	\$82.59
			VEH MAINTENANCE SUPPLY	\$59.88	
			VEH MAINTENANCE SUPPLY	(\$59.88)	
			VEH MAINTENANCE SUPPLY	\$23.88	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208185	621-7501-551.21-07	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$2,965.00	\$2,965.00
	621-7501-551.31-51	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$206.65	\$206.65
208187	621-7501-551.31-51	GRAINGER W W INC	VEH MAINTENANCE SUPPLY	\$135.36	\$135.36
	621-7501-551.31-85	GRAINGER W W INC	VEH MAINTENANCE SUPPLY	\$53.21	\$66.30
			HARDWARE SUPPLIES	\$13.09	
208189	621-7501-551.31-85	HARBOR FREIGHT TOOLS	HARDWARE SUPPLIES	\$211.98	\$211.98
208191	621-7501-551.31-51	HARRIS TRUST & SAVINGS BANK	ENGINEMASTERS INC	\$35.78	\$71.56
208209	621-7501-551.21-62	IL RECOVERY SYSTEMS INC	HARDWARE SUPPLIES	\$270.00	\$270.00
208218	621-7501-551.22-02	KOEPL GUY	CDL REIMBURSEMENT	\$50.00	\$50.00
208223	621-7501-551.31-51	LOWES COMMERCIAL SERVICES	FIRE PROTECTION EQUIP/SUP	\$474.25	\$474.25
208226	621-7501-551.31-51	MC CANN INDUSTRIES	VEH MAINTENANCE SUPPLY	\$7.20	\$95.20
			VEH MAINTENANCE SUPPLY	\$88.00	
208227	621-7501-551.31-51	MC MASTER CARR SUPPLY CO	VEH MAINTENANCE SUPPLY	\$26.52	\$40.87
			VEH MAINTENANCE SUPPLY	\$14.35	
208233	621-7501-551.31-51	MORTON GROVE AUTOMOTIVE WEST	VEH MAINTENANCE SUPPLY	\$295.00	\$480.00
			VEH MAINTENANCE SUPPLY	\$185.00	
208237	621-7501-551.21-02	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	\$899.49	\$899.49
208243	621-7501-551.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$15.11	\$15.11
208263	621-7501-551.21-02	RUSH TRUCK CENTERS OF ILLINOIS INC	VEH MAINTENANCE SUPPLY	\$500.00	\$500.00
	621-7501-551.31-51	RUSH TRUCK CENTERS OF ILLINOIS INC	VEH MAINTENANCE SUPPLY	\$33.35	\$33.35
208264	621-7501-551.22-03	RAYMOND SALISBURY	CASH ADVANCE FOR IPSI	\$625.05	\$625.05
208265	621-7501-551.31-51	SANDERS HARDWARE SUPPLY	VEH MAINTENANCE SUPPLY	\$188.02	\$241.42
			HARDWARE SUPPLIES	\$53.40	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208272	621-7501-551.31-51	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$40.37	\$40.37
	621-7501-551.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$2.00	(\$27.92)
			HARDWARE SUPPLIES	(\$29.92)	
208277	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$205.13	\$839.64
			VEH MAINTENANCE SUPPLY	\$157.88	
			VEH MAINTENANCE SUPPLY	\$76.61	
			VEH MAINTENANCE SUPPLY	\$400.02	
208282	621-7501-551.21-07	SUBURBAN ACCENTS INC	VEH MAINTENANCE SUPPLY	\$450.00	\$450.00
208293	621-7501-551.31-51	ULTRA STROBE COMMUNICATIONS INC	VEH MAINTENANCE SUPPLY	\$100.00	\$100.00
208311	621-7501-551.31-51	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	\$155.74	\$155.74
208312	621-7501-551.31-51	WHOLESALE DIRECT INC	VEH MAINTENANCE SUPPLY	\$141.42	\$210.98
			VEH MAINTENANCE SUPPLY	\$69.56	
208314	621-7501-551.31-51	WIRFS INDUSTRIES INC	VEH MAINTENANCE SUPPLY	\$49.00	\$49.00
208317	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	VEH MAINTENANCE SUPPLY	\$744.00	\$744.00
				Division 1 Total	\$15,335.63
				Department 75 Total	\$15,335.63

WARRANT REGISTER - GM0002**Department: 90 Capital****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208196	505-9001-571.50-25	HOERR CONSTRUCTION	SERVICE CONSTRUCTION	\$286,309.90	\$286,309.90
208214	505-9001-571.50-25	JETCO LTD	SERVICE CONSTRUCTION	\$170,742.60	\$170,742.60
208235	505-9001-571.50-25	MUNICIPAL WELL & PUMP	SERVICE CONSTRUCTION	\$47,136.25	\$47,136.25
				Division 1 Total	\$504,188.75

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208220	431-9013-571.20-05	LEGAT ARCHITECTS	SERVICE CONSULTING	\$212,187.14	\$212,187.14
208260	431-9013-571.50-25	RILEY CONSTRUCTION	SERVICE CONSULTING	\$25,133.87	\$727,128.23
			SERVICE CONSTRUCTION	\$701,994.36	
208316	431-9013-571.50-25	YPI ARLINGTON LLC	RENTAL/LEASE EQUIPMENT	\$21,896.88	\$21,896.88
				Division 13 Total	\$961,212.25
				Department 90 Total	\$1,465,401.00

WARRANT REGISTER - GM0002**Department: 99 Non Operating****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208231	515-9901-525.40-83	METROPOLIS COMMERCIAL CONDO ASSN	CAM CHARGE	\$5,776.54	\$5,776.54
	515-9901-525.40-92	METROPOLIS COMMERCIAL CONDO ASSN	BUILDING RESERVE CHARGE	\$1,199.90	\$1,199.90
Division 1 Total					\$6,976.44
Department 99 Total					\$6,976.44
TOTAL ALL FUNDS:					\$3,052,416.25



Item: Presentation of the 2017 Kenneth Hood Senior Service Award

Department: Village Manager's Office

Presentation of the 2017 Kenneth Hood Senior Service Award to Terence McElroy
by the Senior Citizens Commission

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Presentation of One Book, One Village Reading Event

Department: Village Manager's Office

Presentation of "One Book, One Village" community reading event by Arlington Heights Memorial Library Communications and Marketing Manager, Mary Hastings

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Proclamation - National Adult Education & Literacy

Department: Village Manager's Office

National Adult Education & Family Literacy Week - Sept. 24 - Sept. 30, 2017
- Erin Brooks representing Dist. 214

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Proclamation - National Adult Education & Family Literacy	Presentation

Village of Arlington Heights Proclamation

National Adult Education & Family Literacy Week

September 24 – September 30, 2017

WHEREAS, more that 36 million Americans cannot read or write at the most basic level while 60 million lack basic math skills, as well as the credentials and skills necessary to succeed in post-secondary education; and

WHEREAS, every year, one in three young adults drops out of high school; and

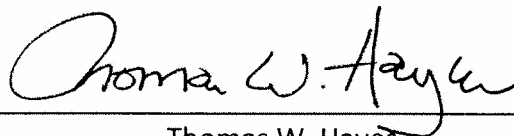
WHEREAS, American Action Forum estimates that by 2020, America will be short an estimated 7.5 million private sector workers across all skill levels; and

WHEREAS, Adult Education programs contribute to solving these challenges by helping Americans move along the continuum in their educational journey to achieve basic skills and get prepared for career and college; and

WHEREAS, Adult Education programs in high schools and adult schools, community colleges and community centers offer low cost, high value programs that upgrade the skill set of our citizens; and

WHEREAS, the Village of Arlington Heights celebrates Adult Education and Family Literacy Week as a proud participant in the national Educate & Elevate Campaign which helps our citizens learn about all of their Adult Education options to attain their professional and personal goals.

NOW, THEREFORE, I, Thomas W. Hayes, Mayor of Arlington Heights, along with the Arlington Heights Village Board of Trustees, proclaim September 24 – 30, 2017 as **ADULT LITERACY WEEK** in Arlington Heights, IL.



Thomas W. Hayes
Mayor

Trustee Richard Baldino
Trustee Carol Blackwood
Trustee Thomas Glasgow
Trustee Robin LaBedz

Trustee Bert Rosenberg
Trustee John Scaletta
Trustee Michael J. Sidor
Trustee Jim Tinaglia





Item: Multimedia Technology/Infrastructure Upgrade Phase 2

Department: Fire

The current PolyCom audio/videoconferencing system in the Training Room at Fire Stations 1, 3 and 4 was purchased in 2003. The equipment has become outdated and is not compatible with current equipment and cannot be serviced any longer. In 2016 the audio/videoconferencing equipment in the Training Room at Fire Station 2/headquarters was updated as part of a three-year, three-phase project. The equipment, installation and maintenance for the project went out for bid, and AVI-SPL won the bid with very competitive pricing. With Phase 1 of the project complete, the Fire Department would like to proceed with Phase 2, upgrading the existing system at the three remaining stations.

The Village is a member of TIPS (The Interlocking Purchasing System), and AVI-SPL was awarded the TIPS joint purchasing contract for audio/video equipment. AVI-SPL has a proprietary software module contained in the Crestron Control in the upgraded system at Fire Station 1. AVI-SPL also has a three-year service contract for the equipment at Station 1.

Phase 2 of this project involves a comprehensive upgrade of the current audio/videoconferencing system in the Training Rooms at Stations 1, 3 and 4. The deliverable is a turnkey solution that consists of design, installation, equipment, programming, labor, hardware/software, materials, training and a three-year on-site service and maintenance contract. Using AVI-SPL for this second phase of the project will insure that the new equipment will be compatible with the 2016 upgrade at Fire Station 2 and the cloud-based virtual meeting room currently used by the Fire Department.

This system upgrade will greatly improve the audio and visual quality of the Fire Department and Village training sessions. The enhancement will revitalize the current videoconferencing system, allowing all four fire stations to have access to quality training and conferencing while staying in district to respond to emergency calls. The new system will also provide more access to training materials for the station officers.

The Fire Department has budgeted \$62,000 for Phase II of this project.

RECOMMENDATION

It is recommended that the Village Board waive the competitive bidding process

and authorize the purchase of a PolyCom Audio/Videoconferencing system for Fire Stations 1, 3 and 4 from AVI-SPL of Schaumburg, Illinois for a total cost of \$40,596.90. AVI-SPL has been determined to be a responsible vendor.

Bid Section

Item:	N/A
Bid Opening Date:	
Account Numbers:	
Total Budget for Specific Item:	
Bid Amount:	



Item: Ordinance - Special Use Permit - School

Department: Planning/Legal

An Ordinance Granting a Special Use Permit for an Existing Elementary School and Variations from Chapter 28 of the Arlington Heights Municipal Code (Greenbrier School, 2330 N. Verde Drive)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Special Use Permit - Greenbrier School	Ordinance

**AN ORDINANCE GRANTING A SPECIAL USE PERMIT FOR AN
EXISTING ELEMENTARY SCHOOL AND VARIATIONS FROM
CHAPTER 28 OF THE ARLINGTON HEIGHTS MUNICIPAL CODE**

WHEREAS, on August 23, 2017, pursuant to notice, the Plan Commission of the Village of Arlington Heights, in Petition Number 17-007, conducted a public hearing on a request for a special use permit to allow an existing elementary school within an R-3 One Family Dwelling District and variations from Chapter 28 of the Arlington Heights Municipal Code for the property located at 2330 North Verde Avenue, Arlington Heights, Illinois; and

WHEREAS, the President and Board of Trustees have considered the report and recommendation of the Plan Commission and have determined that authorizing and granting the request, subject to certain conditions hereinafter described, would be in the best interests of the Village of Arlington Heights; and

WHEREAS, the President and Board of Trustees hereby find that the elementary school in that location is desirable for the public convenience and that such facility is compatible with other uses in the vicinity of the site,

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That a special use permit for an existing elementary school is hereby granted for the property legally described as:

That part of Lot 200 in Greenbrier in the Village Green, Unit No. 5, being a subdivision of part of the East half of the Northwest quarter of Section 18, Township 42 North, Range 11 East of the Third Principal Meridian, and a resubdivision of part of Lot 11 in George Kirchoff Estate Subdivision of part of Sections 12 and 13, Township 42 North, Range 10 East of the Third Principal Meridian, and part of Sections 7 and 18, Township 42 North, Range 11 East of the Third Principal Meridian, in the Village of Arlington Heights, Wheeling Township, Cook County, Illinois, described as follows: beginning at the Northwest corner of said Lot 200; thence Eastward along the North line of said Lot 200 N 89°51'15" E, a distance of 489.00 feet to the Northeast corner of said

Lot 200; thence Southward along the East line of said Lot 200, being the West line of Verde Drive, S 00°08'45" E, a distance of 163.00 feet to a point of curvature; thence continuing Southward along the West line of Verde Drive, being a curved line, convexed to the East of 334.77 feet in radius, for an arc length of 75.16, thence N 89°37'35" W, a distance of 481.67 feet to a point on the West line Lot 200 aforesaid; thence Northward along the said West line of Lot 200, N 00°06'50" E, a distance of 233.16 feet to the point of beginning.

P.I.N. 03-18-112-003-0000

and commonly known as 2330 North Verde Avenue, Arlington Heights, Illinois. This approval shall be in substantial conformance with the following plans:

The following plans, have been prepared by STR Partners, LLC:

Site Plan, dated July 27, 2017, consisting of one sheet;
First Floor Plan, dated July 27, 2017, consisting of one sheet;
Second Floor Plan, dated July 27, 2017, consisting of one sheet;
Roof Plan, dated June 30, 2017, consisting of one sheet;
Building Elevations, dated June 30, 2017, consisting of one sheet;
Birds Eye View (Colored Rendering)-Proposed Addition Superimposed, dated June 30, 2017, consisting of one sheet;

The following plans dated May 18, 2017 with revisions through July 27, 2017, have been prepared by Eriksson Engineering Associates, Ltd.:

Cover Sheet, consisting of sheets C0.0 and C0.1;
Site Work Notes, consisting of sheet C0.2;
MWRD General Notes, consisting of sheet C0.03
Soil Borings/Infiltration Testing, consisting of sheet C1.01;
Site Geometry Plan, consisting of sheet C2.01 (with revisions through August 14, 2017);
Site Utility Plan, consisting of sheets C3.01 and C3.02;
Site Grading and Paving Plan, consisting of sheets C4.01 and C4.02;
Soil Erosion and Sediment Control Plan, consisting of sheets C5.01 and C5.02;
Site Work Details, consisting of sheets C6.01, C6.02;
Existing Site Conditions, consisting of sheet CX1.01;
Proposed Site Conditions, consisting of sheet CX1.02;
Proposed Project Disturbance, consisting of sheet CX2.01;
Approximate Tributary Area to Existing Detention Facility, consisting of sheet CX3.01
Landscape Plan, consisting of sheet L1.01;
Landscape Details, consisting of sheet L1.02;
Tree Preservation Plan, consisting of sheet L2.01;

Site Plan-Electrical, dated June 30, 2017 with revisions through July 27, 2017, consisting of sheet ES1.0;

copies of which are on file with the Village Clerk and available for public inspection.

SECTION TWO: That the following variations from Chapter 28 of the Arlington Heights Municipal Code are hereby granted:

1. A variation from Section 5.1-3.6, Required Minimum Yards, to allow a reduction in the exterior side yard setback from 40 feet to 13.2 feet, for the existing building.

2. A variation from Section 11.4-4, Schedule of Parking Requirements – Community Service Uses, to allow a reduction in the minimum number of on-site parking spaces from 195 parking spaces to 75 parking spaces.

3. A variation from Section 6.5-2, Accessory Structures, to allow an accessory structure (shed) to be located in the side yard.

4. A variation from Section 6.13-3a, Location of Fences, to allow an increase in fence height from five feet to six feet in the side yard.

5. A variation from Section 11.2-8, Additional Regulations-Parking, to allow the existing angled parking rows to be reduced from the minimum depth requirement of 20 feet deep/60 degree to 18 feet deep/60 degree .

SECTION THREE: That the special use permit and variations from Chapter 28 of the Arlington Heights Municipal Code granted by this Ordinance are subject to the following conditions, to which the Petitioner has agreed:

1. The School District shall restrict left turn egress movements from the west parking lot during arrival and dismissal. Any changes to this policy shall require Village review and approval.

2. The School District shall limit parking within the newly proposed nine parking spaces to teachers only.

3. The Petitioner shall comply with all Design Commission requirements as identified during the August 8, 2017, Design Commission meeting.

4. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations and policies.

SECTION FOUR: To the extent required, the Director of Building of the Village of Arlington Heights is hereby directed to issue permits, upon proper application and after compliance with all applicable ordinances of the Village of Arlington Heights.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law and shall be recorded by the Village Clerk in the Office of the Recorder of Cook County, Illinois.

AYES:

NAYS:

PASSED AND APPROVED this 18th day of September, 2017.

ATTEST:

Village President

Village Clerk



Item: Ordinance - Comprehensive Plan - Bicycle and Pedestrian Plan

Department: Engineering/Planning/Legal

An Ordinance Amending the Comprehensive Plan and the Official Map of the Village of Arlington Heights
(Bicycle and Pedestrian Plan)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Comprehensive Plan-Bicycle and Pedestrian Plan	Ordinance
Bicycle and Pedestrian Plan	Exhibits
Bicycle and Pedestrian Plan Appendices	Exhibits

**AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN AND
THE OFFICIAL MAP OF THE VILLAGE OF ARLINGTON HEIGHTS**

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights have from time to time amended the Comprehensive Plan and the Official Map of the Village of Arlington Heights; and

WHEREAS, the Plan Commission of the Village of Arlington Heights, in Petition Number 17-006, conducted a public hearing on July 26, 2017, pursuant to published notice, to consider amendment to the Comprehensive Plan and Official Map, which includes the Bicycle and Pedestrian Plan, dated April, 2017 and Appendices, dated March, 2017; and

WHEREAS, the Plan Commission has recommended adoption of said plan for purposes of future implementation of the Comprehensive Plan and Official Map; and

WHEREAS, the President and Board of Trustees have considered the report and recommendation of the Plan Commission and have determined that such amendment to the Comprehensive Map and Official Map are the best interests of the Village of Arlington Heights,

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: The Comprehensive Plan and the Official Map of the Village of Arlington Heights are hereby amended by adopting the Bicycle and Pedestrian Plan, dated April, 2017 and Appendices, dated March, 2017, a true and correct copy of which are attached hereto and made a part hereof.

SECTION TWO: The revisions to the Comprehensive Plan and Official Map shall be placed on file with the Village Clerk and shall be available for public inspection.

SECTION THREE: This Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 18th day of September, 2017.

ATTEST:

Village President

Village Clerk



Village of Arlington Heights Draft Bicycle and Pedestrian Plan

April 2017



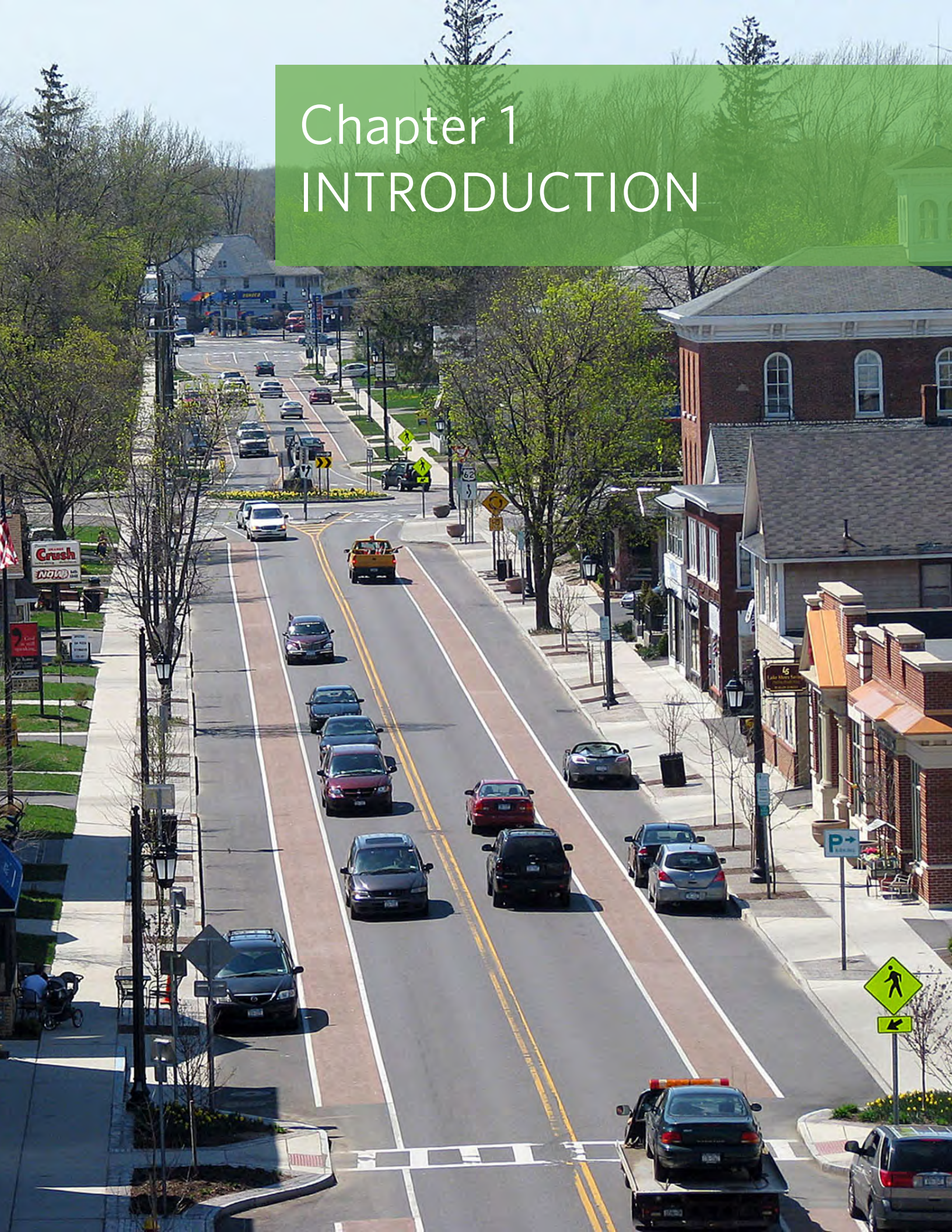


Table of Contents

Chapter 1: Introduction	4
Chapter 2: Summary of Existing Conditions	12
Chapter 3: Community Outreach Activities	34
Chapter 4: Bicycle and Pedestrian Network	40
Chapter 5: Policies, Programs, Culture, and Implementation	118
Index	131

Chapter 1

INTRODUCTION



This Bicycle and Pedestrian Plan builds upon and advances successful efforts already completed or underway by the Village of Arlington Heights to cultivate a vibrant, lively downtown and safe, attractive, and livable neighborhoods where walking and bicycling are convenient ways to travel. It provides detailed recommendations for specific locations in Arlington Heights where bicycle and pedestrian infrastructure improvements are needed to achieve key, Village-wide goals related to access, mobility, health, and sustainability and identifies actions that the Village can take to improve and enhance its active transportation network, create safe and enjoyable bicycle and pedestrian routes, and encourage sustainable local transportation. While offering detailed, planning-level recommendations for particular locations, the ultimate purpose of this plan is to provide a vision – and guide to achieving that vision – of a Village-wide Complete Streets network that safely accommodates all users and connects to neighboring communities. The plan aims to improve conditions for bicycling and walking, improve traffic safety, enhance local businesses, and foster a healthier, more environmentally friendly community.

The creation of this plan was identified as a high priority for the Arlington Heights Bicycle and Pedestrian Advisory Commission (AH BPAC), Village staff, and Village Board. The Village considers it to be a crucial element in ongoing efforts to encourage bicycling and walking as transportation and recreation and to increase the safety and convenience of travel by these modes. The AH BPAC and the Village Board also recognize the important role that a comprehensive, up-to-date bicycle and pedestrian plan can play in helping to implement the Village's Complete Streets policy (adopted in 2013) and also in helping to achieve Bicycle Friendly Community status through the League of American Bicyclists.

As part of the planning process, the following vision statement was developed to guide both the development and implementation of the plan:

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

Bicycle and Pedestrian Advisory Commission

In 1985, the Village established a Bicycle Commission to help reduce congestion through the promotion of bicycle use. In 2009, this commission's scope was broadened to include pedestrian travel and it was renamed the Bicycle and Pedestrian Advisory Commission (AH BPAC). The Commission's purpose is, "to assist the Village in the development of comprehensive plans for bicycling and walking within Arlington Heights." The Commission consists of seven members, all residents of Arlington Heights, appointed by the Village President, with consent of the Village Board, to three-year terms.¹

Arlington Heights' Engineering Department appoints an Administrative Liaison for AH BPAC. AH BPAC has been instrumental in advancing cycling and walking interests and developing and promoting activities to increase bicycling and walking in Arlington Heights. Their work has included publication of a bikeways map (first published in 1988), the installation of the Village's first and, at present, only on-street bike lane on Davis Street (in the mid-1990s), and organization of the Village's first community bike ride (June 2014).

¹ See Commission webpage for current members and other information, at http://www.vah.com/government/commissions/bicycle_commission.aspx.

Guidance from Previous Plans

The Village of Arlington Heights has a history of creating long-range planning documents that have been used successfully to help guide growth and development. This Bicycle and Pedestrian Plan builds – and expands – upon many of the Village’s current planning documents and policies, including the Village’s 1988 Bicycle Plan, which was updated in 1996. Another key document that the plan builds upon is the Village’s Bikeways map (2014). The map includes existing routes, planned routes, potential routes, Village roads, key destinations, and bicycle safety rules. The map is updated approximately every one to three years by the Village and AH BPAC.

In addition to the Village, a number of neighboring communities have created bicycle and trail plans. Moreover, the Northwest Municipal Conference and Chicago Metropolitan Agency for Planning (CMAP) have completed larger regional bikeway plans that include bikeway facilities or corridors that traverse the Village.

Guidance for this plan was also provided by CMAP’s GO TO 2040 Comprehensive Regional Plan, which promotes investment in public transportation, walking, and biking as a key strategy to achieve the goals of livable communities and improved regional mobility. The plan recognizes that improvements to walking and biking are necessary to help improve safety, increase access and mobility, reduce air pollution, and decrease congestion on the region’s roadways.

² Largest in terms of population - see <http://chicagolandcommercial.com/arlington-heights-office-space>.

³ <http://www.ahpd.org/about-ahpd>.

⁴ <http://www.neighborhoodscout.com/neighborhoods/crime-rates/top100safest>.

Regional Context

As the largest community in Chicago's northwestern suburban corridor, Arlington Heights is currently home to approximately 76,000 residents.² The Village was recognized by Newsweek Magazine as one of the "Top 100 U.S. Cities."³ In addition, Arlington Heights was recognized in 2014 by Neighborhood Scout as one of the 100 safest cities in the country.⁴ It is widely known as an attractive, relatively affluent, well-educated community with a lively downtown, whose population grew very rapidly after World War I and has remained relatively stable since 1990.

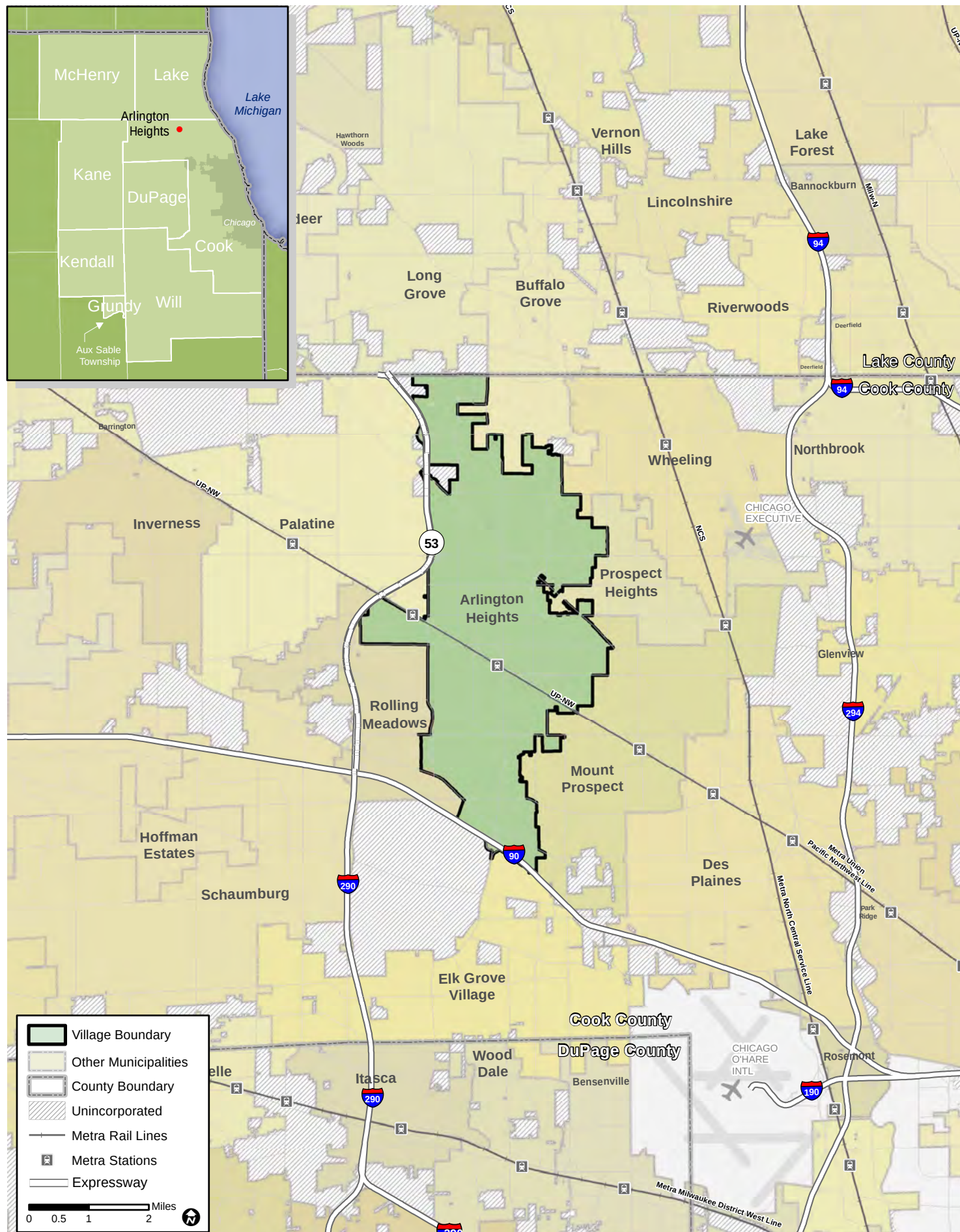
Arlington Heights is located in northern Cook County, adjacent to the border of Lake County, approximately 24 miles northwest of downtown Chicago and 8 miles from O'Hare International Airport. Like its neighbors, Arlington Heights is almost completely built-out, with very little unincorporated land left within its boundaries (*Figure 1.1*).

Arlington Heights has excellent access to many transportation amenities. Interstate 90 provides access to Elgin, O'Hare International Airport, and downtown Chicago. Illinois Route 53, which is planned to extend north into Lake County, provides easy motor vehicle access to Schaumburg and to communities further south (Interstate 290), as well as to the Elgin-O'Hare Expressway (Illinois Route 390), which is currently being extended east to O'Hare. Arlington Heights is also directly connected with other northwestern suburbs and downtown Chicago via Metra's Union Pacific Northwest (UP NW) rail line. There are two Metra stations in the Village – the Arlington Heights station, located downtown, and the Arlington Park station, which is on the western border of the Village at the Arlington Park International Race Course. Together, these stations see an average daily ridership of approximately 4,500 riders.

The Village abuts two Forest Preserve properties at its northern and southern borders. The Cook County Forest Preserve Ned Brown/Busse Woods Preserve lies southwest of the Village. This 3,558-acre preserve includes a very popular 10.8-mile paved trail, which can be accessed from Rolling Meadows and Arlington Heights at only one entry point: along Golf Road (at Wilke Road). At the northern border of the Village, across Lake Cook Road, is the Lake County Forest Preserve's Buffalo Creek Preserve. The 408-acre preserve has a network of four miles of crushed-gravel trails. Access is at the northwest corner of the intersection of Arlington Heights and Lake Cook Road, and also at the at-grade trail crossing over Schaeffer Road (north of Lake Cook Road).

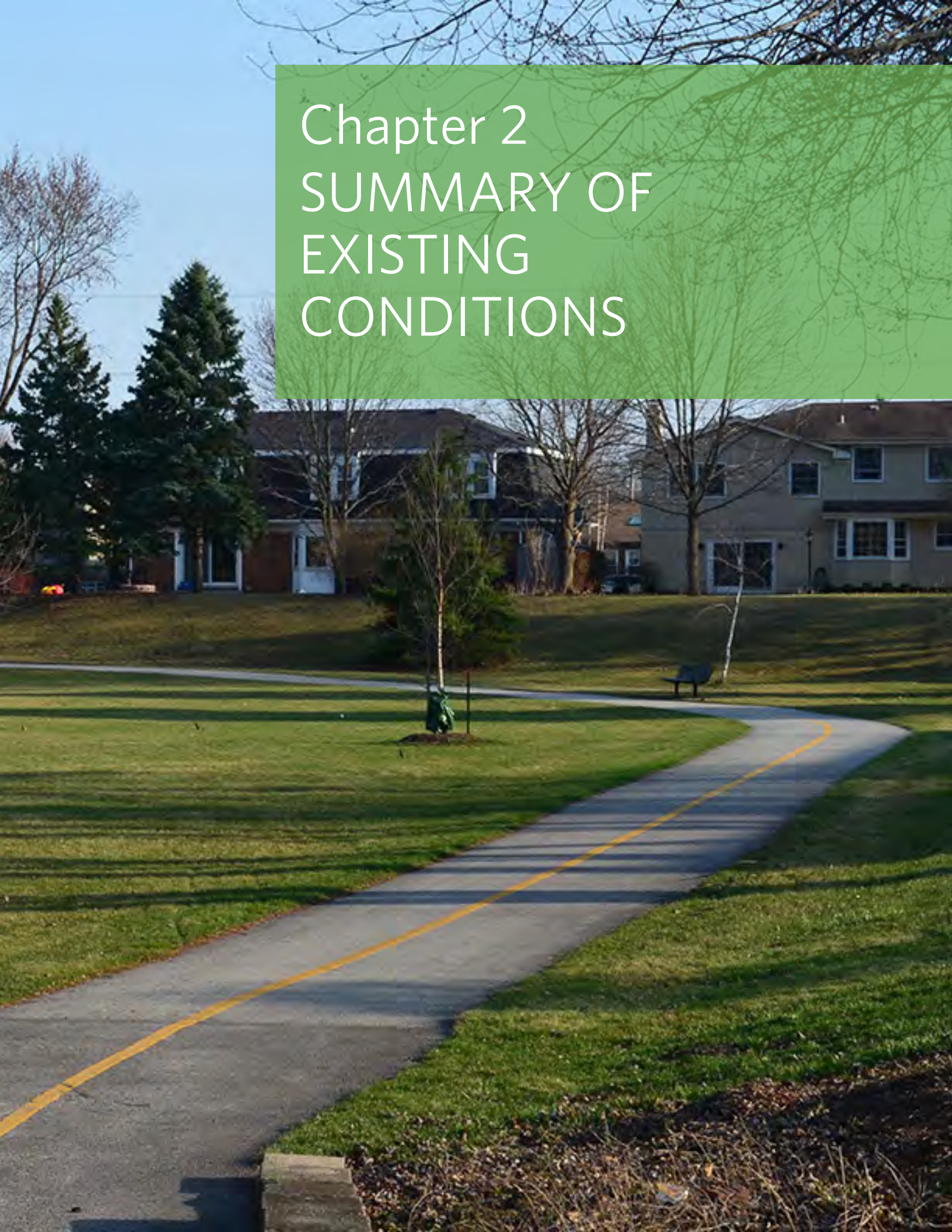
In addition to the downtown civic, commercial, and entertainment core, Arlington Heights has large areas of retail and commercial development along Rand Road, and in the southern part of the Village, near Golf and Algonquin Roads. The areas were designed for easy access by automobile and are difficult to reach and traverse on foot or by bicycle. Active modes of transportation are discouraged in these areas due to their automobile-focused site designs and busy arterial roads, which may create a sense of unease for individuals who choose to walk or bike to these spaces.

Figure 1.1 - Village Boundary and Regional Setting



Chapter 2

SUMMARY OF EXISTING CONDITIONS



This chapter summarizes the existing conditions relating to demographics, land use, transportation, employment, and infrastructure within Arlington Heights, which serves as a basis for the plan's recommendations. For a more detailed overview of existing conditions, please refer to the stand-alone Existing Conditions Report that was created as part of this planning process.

⁵ Data discussed in this section is drawn from the 2000 U.S. Census, 2010 U.S. Census, and the 2008-2012 American Community Survey.

⁶ In this chapter, where demographic data and statistics are presented, "region" means the seven counties comprising the CMAP planning area (Cook, DuPage, Lake, McHenry, Kane, Kendall, and Will).

Demographics

To gain insight into the market and demographic dynamics that impact the Arlington Heights community, data from the U.S. Census Bureau was gathered for analysis.⁵ The Village can be characterized generally as an affluent community that is older and more educated compared to both the County and the region.⁶ Arlington Heights' housing stock consists primarily of single-family detached homes and large multifamily structures. Analysis of census data resulted in the following findings:

- Arlington Heights' population remained relatively constant in the last decade (1.2 percent decline vs. 3.4 percent decline for Cook County and 3.5 percent growth for the region). Arlington Heights' households are slightly smaller than regional averages (2.41 persons per household vs. 2.60 for Cook County and 2.73 for the region).
- Arlington Heights has an older age profile compared to the County and Chicago region (17.2 percent of residents are over 65 vs. 11.9 percent for Cook County and 11.3 percent for the region). The median age in the Village is 42.7 vs. 35.3 for Cook County.
- Arlington Heights experienced little change in its racial and ethnic makeup in the last decade. Currently, white residents are the majority of Arlington Heights' population (84.6 percent), followed by Asian residents (7.1 percent) and Hispanic or Latino residents (5.7 percent).
- Arlington Heights' median income is above the County and regional averages (\$77,121, vs. \$54,648 for Cook County and \$71,198 for the region).

Land Use

Land use refers to the designation of land for various uses, including residential, commercial, industrial, office, and open space. **Figure 2.1** illustrates the distribution of land uses in the Village. Calculations of acreage are based on data in CMAP's 2010 Land Use Inventory, which is parcel-based and therefore excludes roads and public rights-of-way from calculations.

Residential

Residential areas account for the majority of land area in the Village, with single-family and multi-family residences making up nearly 41.3 percent and 5.7 percent of the land area, respectively. Single-family homes in the Village are typically detached homes of one to two stories tall. Over 55 percent of the homes in the Village are single-family detached, which is slightly higher than the regional average (50 percent).

Transportation/Communications/ Utilities/ROW

This category represents 24 percent of the land use in Arlington Heights (2,606 acres). The majority of the acreage is dedicated public right-of-way owned by the Village, the County, or the State. In addition to street rights-of-way, other uses in this category include rail lines, cell towers, and other utilities.

Commercial and Mixed Use

There are various scales of commercial development within Arlington Heights, including small commercial nodes within neighborhoods, downtown shops, and larger, auto-oriented commercial developments along major thoroughfares. Commercial properties account for 8.6 percent of total land use, falling generally into two categories: mixed-use and automobile-oriented. Although Downtown Arlington Heights includes a number of multi-family developments, the majority of its area is a pedestrian-oriented mixed-use shopping and entertainment district. Arlington Park Race Track is also included within the commercial land use classification.

Open Space

Nearly 5 percent of Arlington Heights is classified as public open space. The majority of the open space is owned and maintained by the Arlington Heights Park District. Most of the parks in the community have sidewalks and/or wider multi-use trails (typically of relatively short length and trails that form loops).

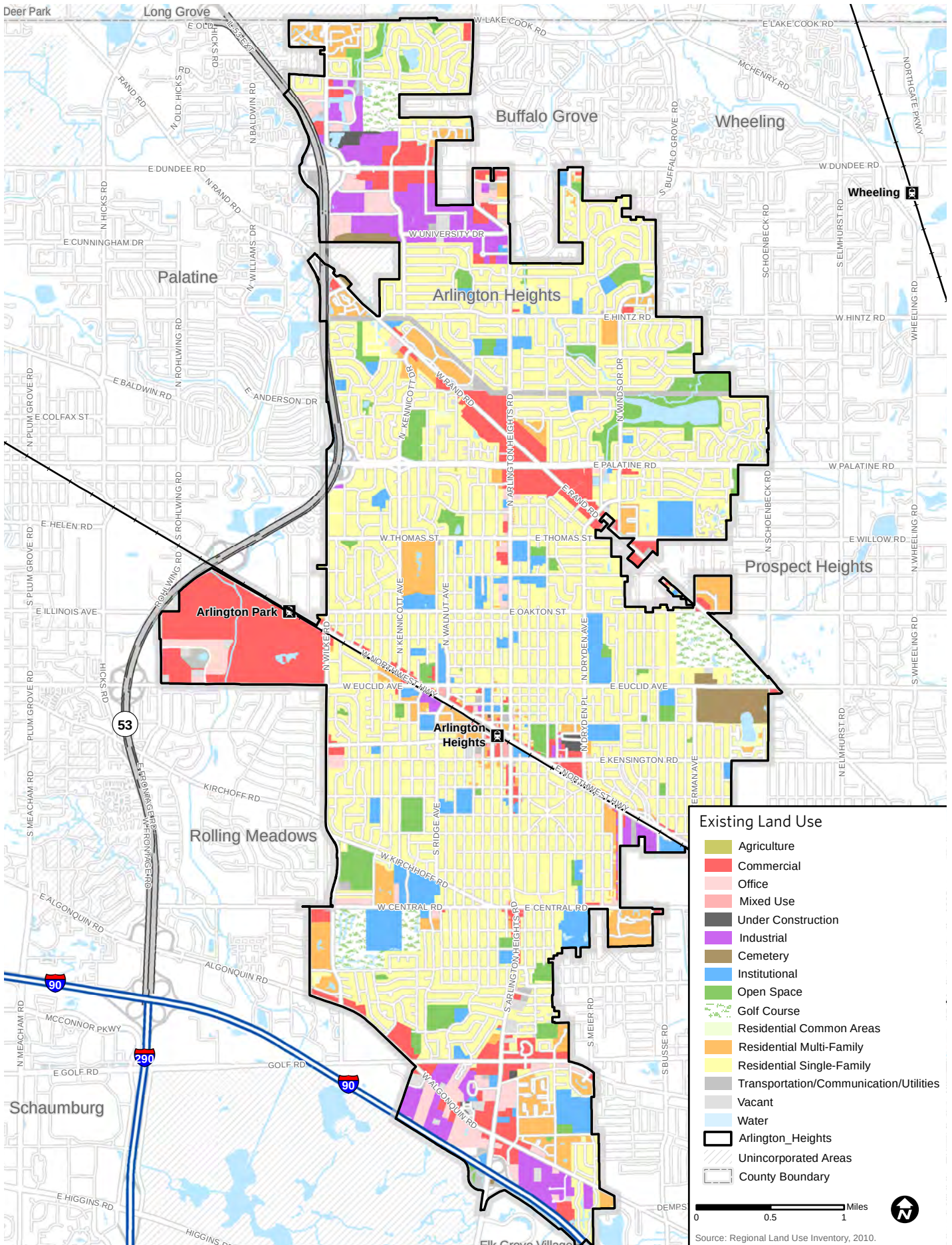
Institutional

Institutional uses, such as churches, schools, social services, and government, also make up nearly 5 percent of land use. Arlington Heights is home to public and private schools in three school districts, including Arlington Heights School District 25, Community School District 59, and Township High School District 214. Civic uses, including Village Hall and Recreation Park, are concentrated in the downtown area.

Industrial

Industrial development makes up 3.4 percent of Arlington Heights' land uses, and is concentrated in the southern and northern segments of the Village along I-90 and near Dundee Road and Illinois Route 53, respectively.

Figure 2.1 - Existing Land Use



Employment

Employment and Residential Locations

Arlington Heights residents are employed throughout the metropolitan region, with 87.3 percent of its residents working outside the Village. However, approximately 24 percent (7,934) of Arlington Heights commuters (32,804) work in adjacent or nearby municipalities. When combined with the Village residents who commute to work within Arlington Heights (1,874), the percentage of residents who work within relatively easy cycling distance (that is, within the Village or neighboring communities) is approximately 29.8 percent (9,808).

Persons employed in Arlington Heights (approximately 43,449) come from all parts of the seven-county Chicago metropolitan region. Just over 10 percent of the Arlington Heights workforce lives in the Village itself. As noted above, almost 30 percent of Arlington Heights workers reside in adjacent or nearby municipalities, including Palatine, Mount Prospect, Schaumburg, Hoffman Estates, Rolling Meadows, Des Plaines, Buffalo Grove, and Elk Grove Village. This presents an opportunity to increase the active transportation mode shares by improving, expanding, and connecting municipal bikeway networks, sidewalks, and public transportation routes.

Transportation and Affordability

Mode Share

Compared to Cook County and the region, a higher percentage of Arlington Heights residents drive alone to work (86.2 percent vs. 65.2 and 72.5 percent, respectively), while fewer walk or bike (2.1 percent vs. 5.5 percent for Cook County and 4.1 percent for the region). Compared to Cook County, Arlington Heights has a significantly lower proportion of transit users (6.2 vs. 18.4 percent).

Housing + Transportation Affordability Index

Residents with long commutes, particularly by automobile, often face high transportation costs that offset the gains of moving to communities with less expensive housing. **Table 2.1** shows the percentage of total income a household earning the region's Average Median Income would spend on housing plus transportation if that household lived in the average home in Arlington Heights, Cook County, or the Chicago metropolitan region. At 53.2 percent, Arlington Heights' combined housing and transportation cost is higher than both the County and the region, and it is above the 45 percent target that characterizes "affordability."

Table 2.1 - Housing and Transportation Costs, 2010

	ARLINGTON HEIGHTS	COOK COUNTY	CHICAGO REGION (MSA)
Housing Costs as percent of income	32.0%	30%	30%
Average Monthly Housing Cost per month	\$1,679	\$1,534	\$1,534
Transportation Costs as percent of income	20%	18%	20%
Annual Transportation Cost per year	\$11,340	\$11,046	\$12,273
"H+T" Costs as percent of income	52%	48%	50%

Source: HUD "H+T Affordability Index": <http://www.locationaffordability.info/lai.aspx>

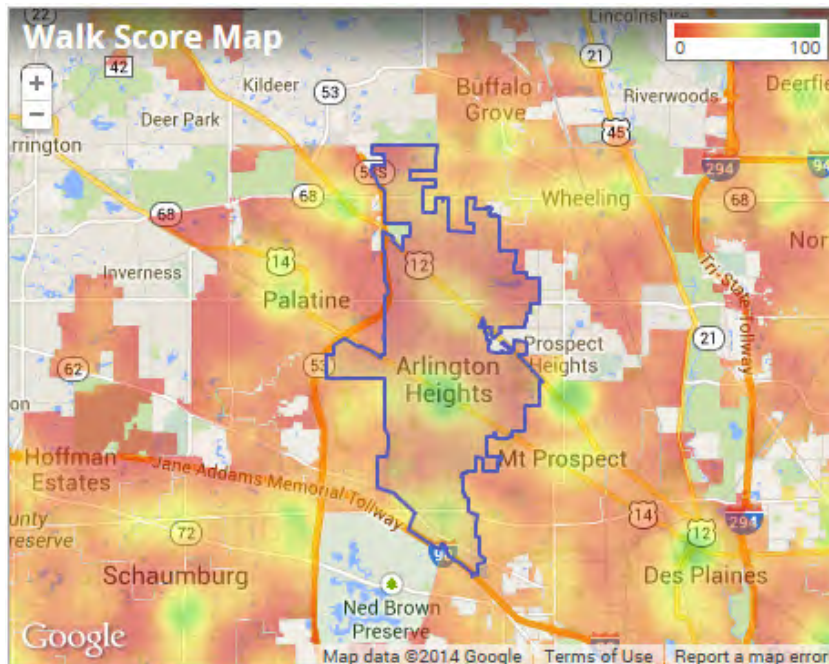
Note: Red text if the percentage exceeds the standard threshold of affordability: 30% for housing costs and 45% for housing and transportation costs combined.

Walking and Walkability

Walkability is an important factor in the health and vitality of our communities. Elements of a walkable neighborhood include: a central attraction; a main street, or public space; buildings close to the street; and “complete streets,” designed for safe travel for all modes. Higher housing density and access to amenities, stores, parks, and places of work are also important. Planners refer to the “D’s” of walkability: density, diversity, design, destination access, and distance to transit.

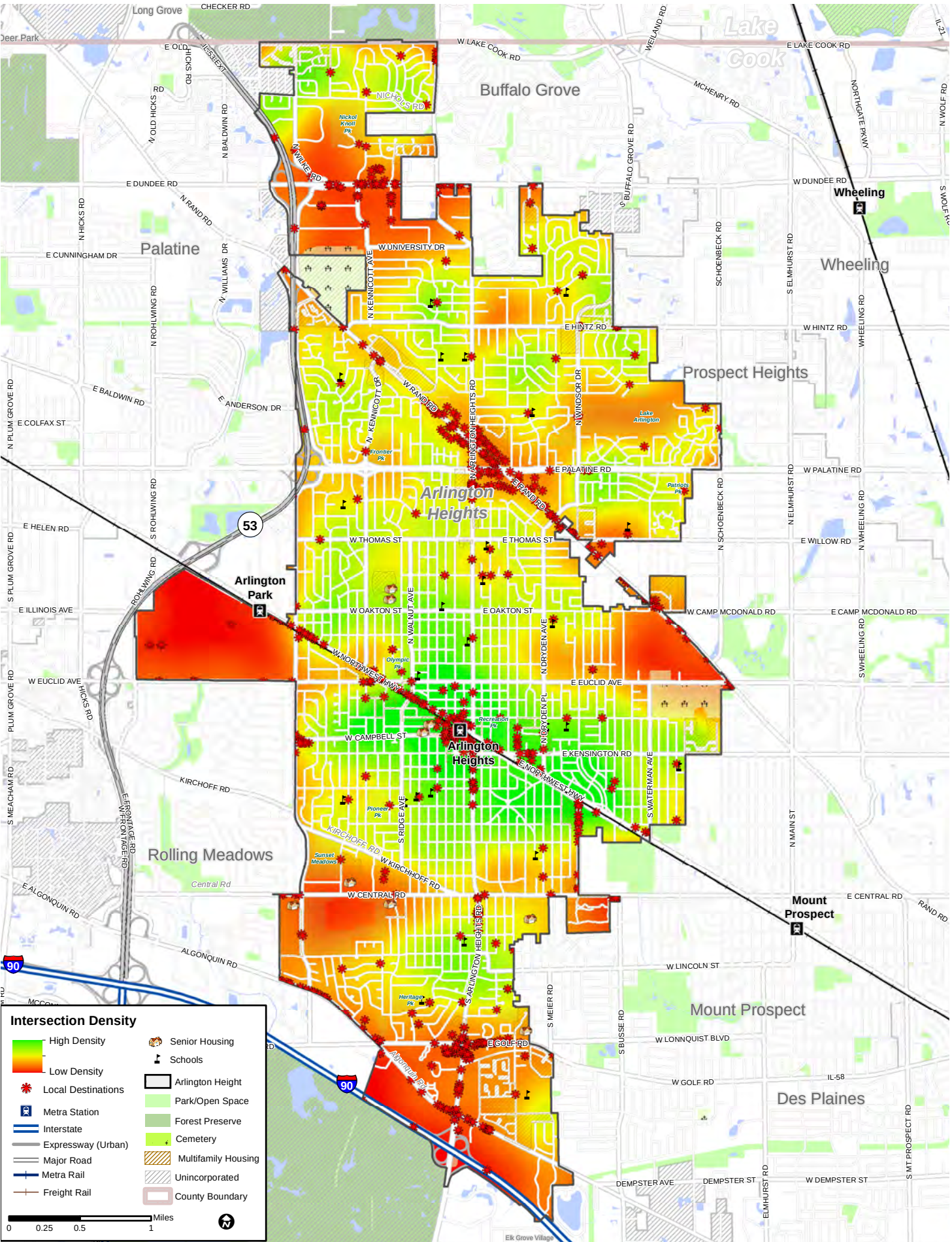
The average Walkscore for Arlington Heights is 45 / 100, classifying it as a “Car-Dependent City” or a place where “most errands require a car.” However, Arlington Heights’ downtown area scores 80-90 / 100, which places it in the range of “Very Walkable” to “Walker’s Paradise.” These high scores represent one of the many positive outcomes of Village efforts over the last three decades to revitalize and preserve the downtown through transit-oriented development.

Figure 2.2 - Walkscore



Source: www.walkscore.com

Figure 2.3 - Pedestrian Amenities



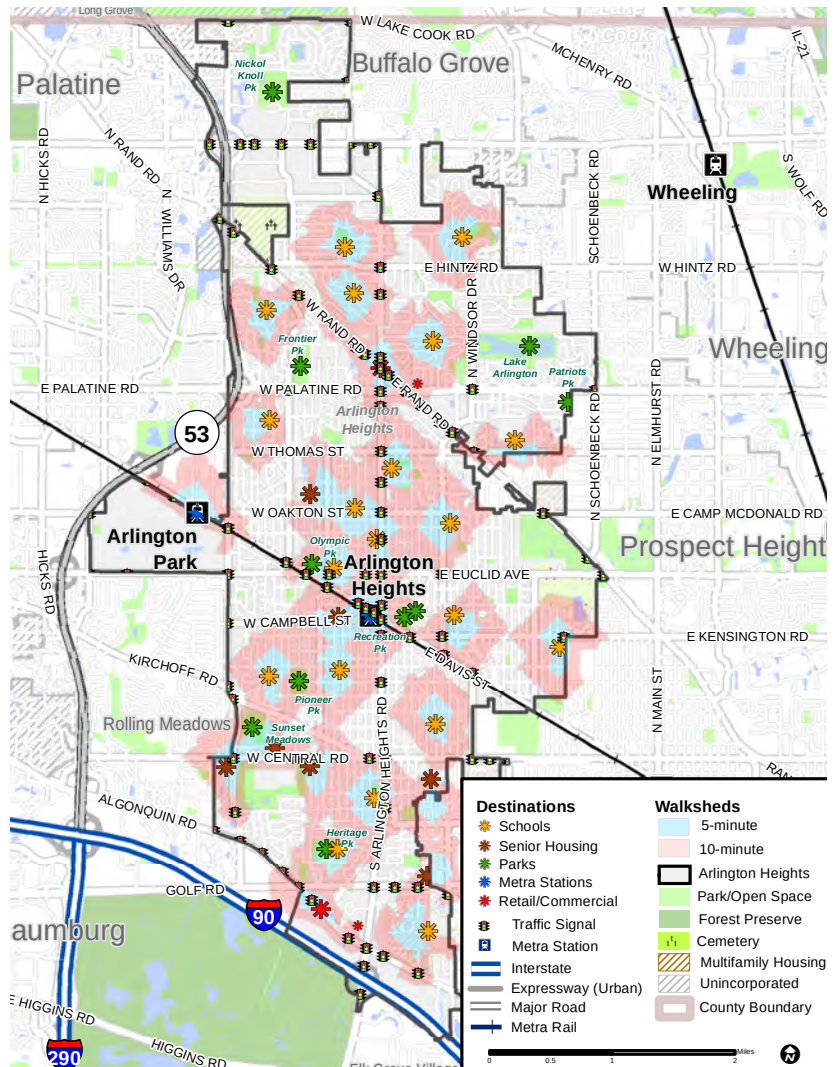
Sidewalks and Paths

There are approximately 393 miles of sidewalk throughout Arlington Heights, which cover most of the Village and support a high level of walkability. However, some issues and concerns about the sidewalks were raised by residents regarding: the maintenance and condition of sidewalks; the encroachment of vegetation; the presence of obstacles such as light poles or sign posts in the sidewalk; the absence of curb ramps and other accessibility features; and the difficulties encountered where sidewalks cross train tracks. Residents also expressed concerns with sidewalks located directly adjacent to travel lanes carrying high-speed and high-volume traffic.

To help visualize and assess overall walkability in the Village, **Figure 2.3** illustrates the relative density of intersections across the Village as a whole. In addition, to further assess walkability, **Figure 2.4** illustrates the five- and ten-minute “walk-sheds” to a selection of major, high-priority destinations for pedestrians, including schools, Metra stations, senior housing, and clusters of retail and commercial establishments.

The walkshed map, which is intended to give a general idea of walkability in different parts of the Village, reinforces the need to develop safe crossings of major arterials. Areas that lack pedestrian connectivity are located in the southern part of the Village; the “triangle” area around Rand, Arlington Heights, and Palatine Roads; and the industrial/commercial areas in the northern part of the Village.

Figure 2.4 - Five- and Ten-Minute Walkshed



Intersections and Streetscaping

While most of Arlington Heights' intersections are controlled by stop signs, there are approximately 80 signalized intersections in the Village, mostly along major arterial roads and in the downtown area. Pedestrian safety treatments at signalized intersections vary throughout the Village. Examples of existing pedestrian crossing features include enhanced crosswalk designs, longitudinally-striped crosswalks, pedestrian countdown signals, accessible curb cuts, advance stop bars, warning signage, and crossings marked by two parallel lines.

Intersections involving one or more of the large arterial roads present particular challenges. Long crossing distances, large traffic volumes (including trucks), high operating speeds, and complicated vehicular movements (double turn lanes, skewed intersections, etc.) all present difficulties for pedestrians. Especially challenging are intersections where two major arterials cross at a skewed angle. Crossing distances at such intersections, which exist at several locations in the Village, can extend to 200 feet or more.

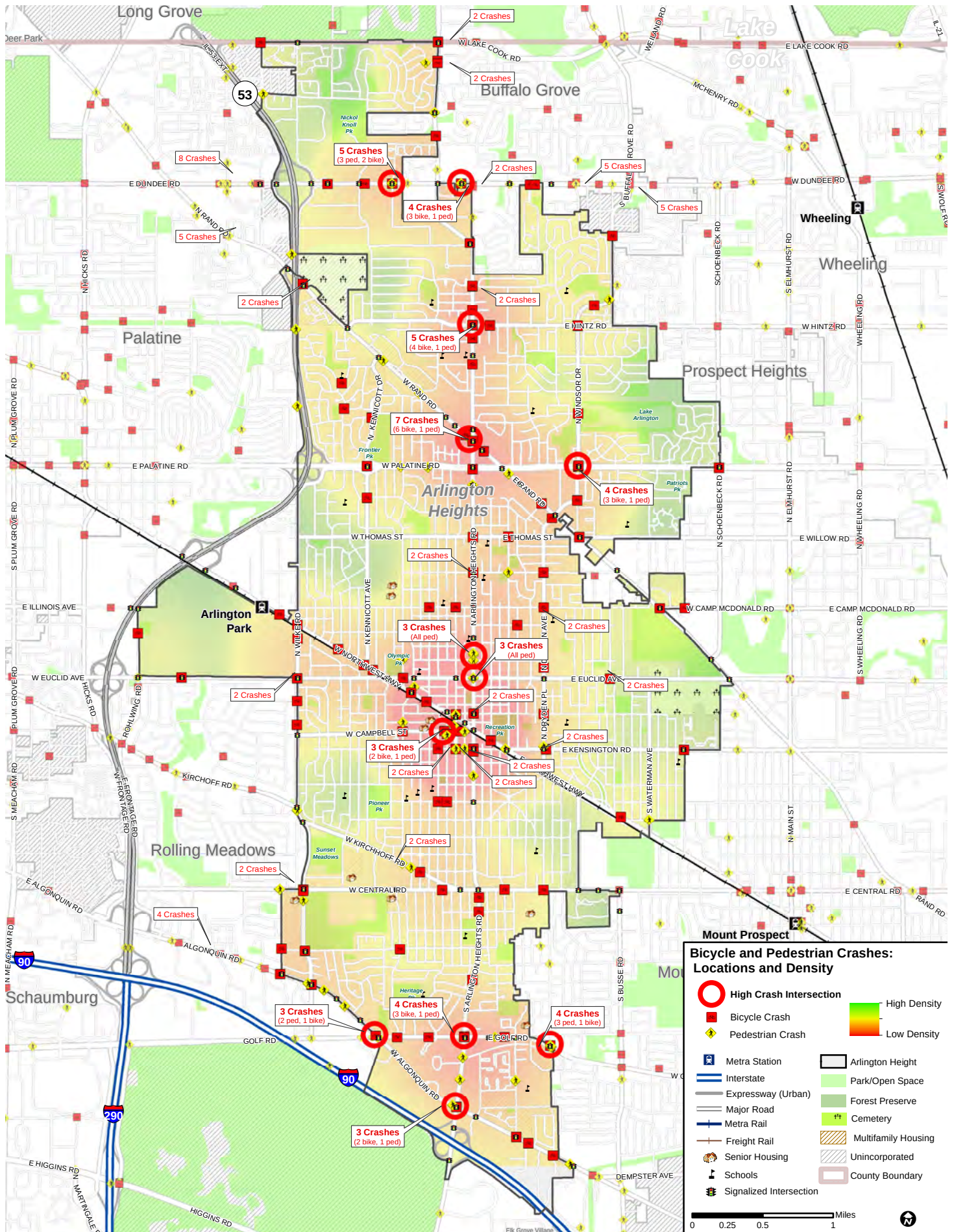
Major arterial roads in the Village carry average daily traffic volumes as high as 46,000 automobiles (Lake Cook Road). Many also carry significant truck traffic and, typically, have very large curb radii and/or slip lanes at intersections to accommodate such vehicles. These intersections can be particularly difficult for pedestrians and bicyclists to traverse.

Sections of Wilke Road, Rand Road, and Central Road are missing sidewalk segments on at least one side. In addition, sections of large arterial roads have the sidewalks directly adjacent to the parallel roadway (i.e. 'back-of-curb'), without a buffer, which creates an uncomfortable pedestrian environment. **Figure 2.5** shows locations of both pedestrian and bicyclist crashes, and highlights the intersections where three or more crashes took place during the years 2008 to 2012.

Pedestrian Safety

Large and busy arterial roads present the greatest potential dangers to pedestrians in Arlington Heights. According to a CMAP analysis of IDOT crash data, from 2008 to 2012, all fatal and incapacitating injury crashes (Types K and A, respectively) occurred along these large, high-volume, high-speed roads. Moreover, the majority of the other, less severe pedestrian crashes also occurred along these roads. Out of 65 pedestrian crashes for these five years, 47 (72 percent) occurred along major arterials. It should be noted that the concentration of pedestrian crashes in the downtown area – which is visible as red shading in **Figure 2.5** – reflects the high number of persons walking in the downtown area rather than high danger or risk.

Figure 2.5 - High Crash Locations



Bicycling

Routes and Trails

The Village's bikeway network consists of designated (both signed and unsigned) on-street bike routes throughout the Village, as well as planned and potential routes (**Figure 2.6**). Bikeway signage consists almost exclusively of guide signs (and plaques) but is incomplete, in some instances in poor condition, and does not generally represent current best practice in bikeway signage. The bikeway network includes one on-street bike lane along Davis/Sigwalt Streets between Pine Avenue (near Village Hall) and Cleveland Avenue. On the south side of the street, this facility becomes a shared bicycle-parking lane between Bristol Lane and Cleveland Avenue. The bikeway network also makes use of several multiuse paths (often in parks) and sidepaths.

Some issues and difficulties encountered by cyclists in Arlington Heights – as expressed in the surveys, interviews, and other public outreach activities undertaken as part of this planning process – echo concerns raised relating to pedestrian travel. Others, relating to the roadways and traffic control devices, are specific to bicycling.

Examples of issues and difficulties raised by cyclists include:

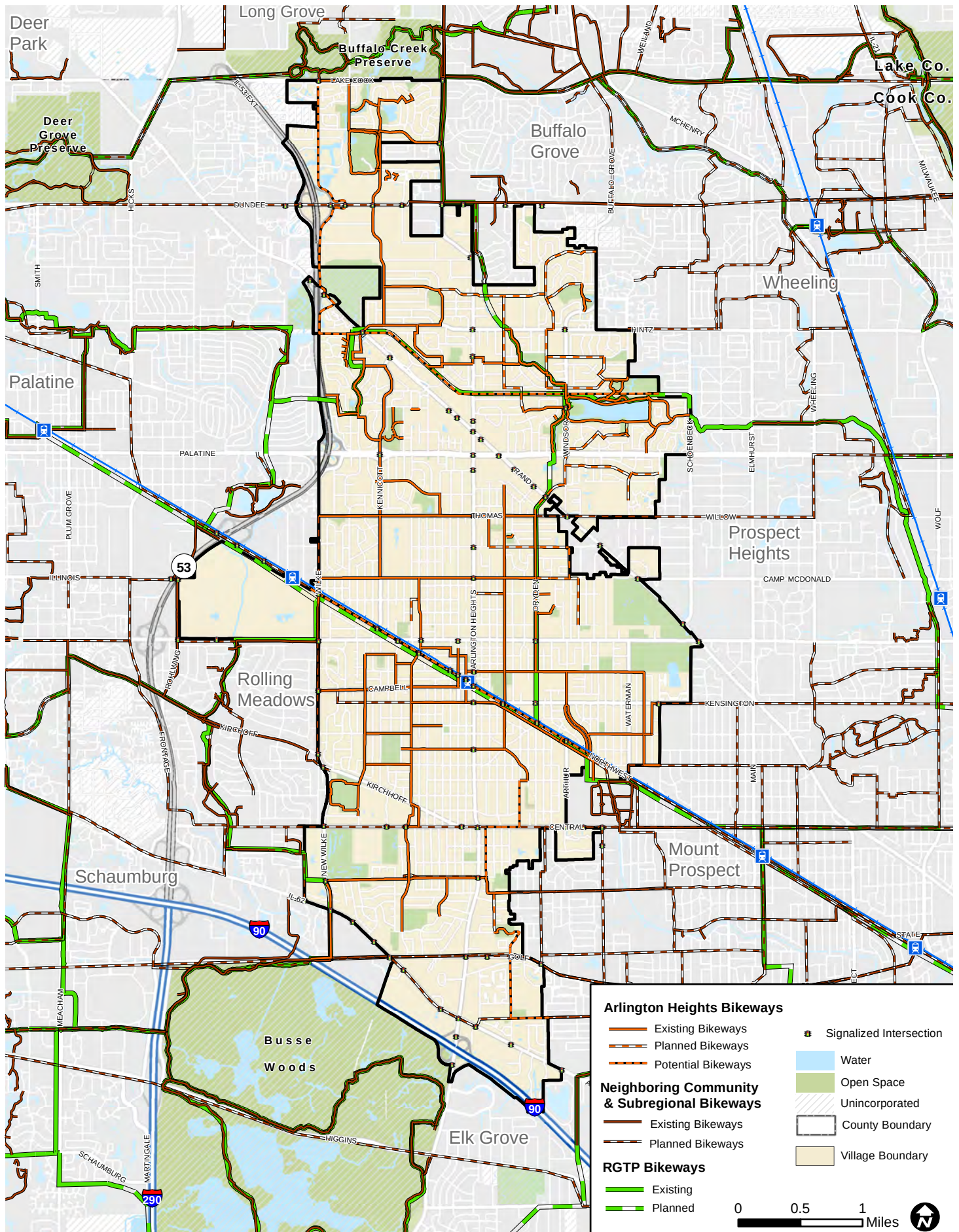
- Difficulties encountered in crossing large, arterial roads with high-speed, high-volume traffic;
- Difficulties encountered in crossing railroad tracks along Northwest Highway;
- Traffic signals that are not activated by bicycles waiting at the stop bar;
- Poor roadway surface conditions on some roads;
- Incomplete and poorly maintained bikeway signage along bicycle routes;
- Lack of on-street markings to indicate bicycle routes, presence of bicyclists, and bicyclist position in the roadway; and
- insufficient secure (lockable) bike parking provided in the downtown area.

In total, the Village bikeway network currently consists of approximately 44.5 miles of existing routes and trails, with another 2.2 miles of short paths and cut-throughs (mostly in parks and multi-family residential developments). There are another 10.1 miles of planned routes and 10.5 miles of potential routes. Several regional bikeway corridors – identified in the Northwest Municipal Conference Bicycle Plan – pass through Arlington Heights. These include the Northwest Highway corridor, the Dundee Road corridor, the Willow Road corridor (which utilizes Thomas Street and Wilke Road, in addition to Northwest Highway), the Glenview/Central/Algonquin Roads corridor (which utilizes Central Road), the Golf Road corridor, and Howard/Sibley corridor (which utilizes Falcon Dr., Tonne Dr., and Algonquin Rd.). Just north of the Village, the Deerfield Road bikeway corridor utilizes the path system in Buffalo Creek Forest Preserve.

CMAP's Regional Greenways and Trails Plan (RGTP) also includes planned (and existing) bikeways that traverse the Village, as shown in **Figure 2.6**. These consist of:

- a trail/bikeway along Northwest Highway;
- a trail within the Commonwealth Edison right-of-way;
- a trail/bikeway along Wilke Road (from the Busse Woods trailhead, north through Rolling Meadows); and
- a north-south trail/bikeway, primarily in the eastern half of the Village, connecting the Northwest Highway trail/bikeway to the Buffalo Creek Forest Preserve.

Figure 2.6 - Existing and Planned Bicycle Network



Bicycle Parking

There are currently bike racks at locations throughout the Village, including high-quality covered bike parking at the downtown Metra station, and basic racks at the Arlington Park Metra station, schools, parks, the Public Library, Village Hall, inside the parking garages, and at other locations. Some racks are provided by the Village or the Park District, while others are provided by schools and other public and private entities. The approximate number of bike parking spots in the Village is estimated to be 2,500.

The quality of available bike parking varies from the high-quality covered parking at the downtown Metra station and the relatively secure parking in the downtown parking garage to sub-standard racks placed in poor locations. An example of sub-standard bicycle parking is “fence” or “ladder” style racks, consisting of vertical bars between two horizontal bars. Another example is the low “wheel-bender” style racks. These racks do not allow both the wheel and the frame to be locked, which increases the potential for bicycle theft. Poor placement could include locations at distances that are too far from the destination served, locations that are not visible, and locations that are not easily accessible (areas of grass or dirt, or that require climbing or descending stairs, etc.).

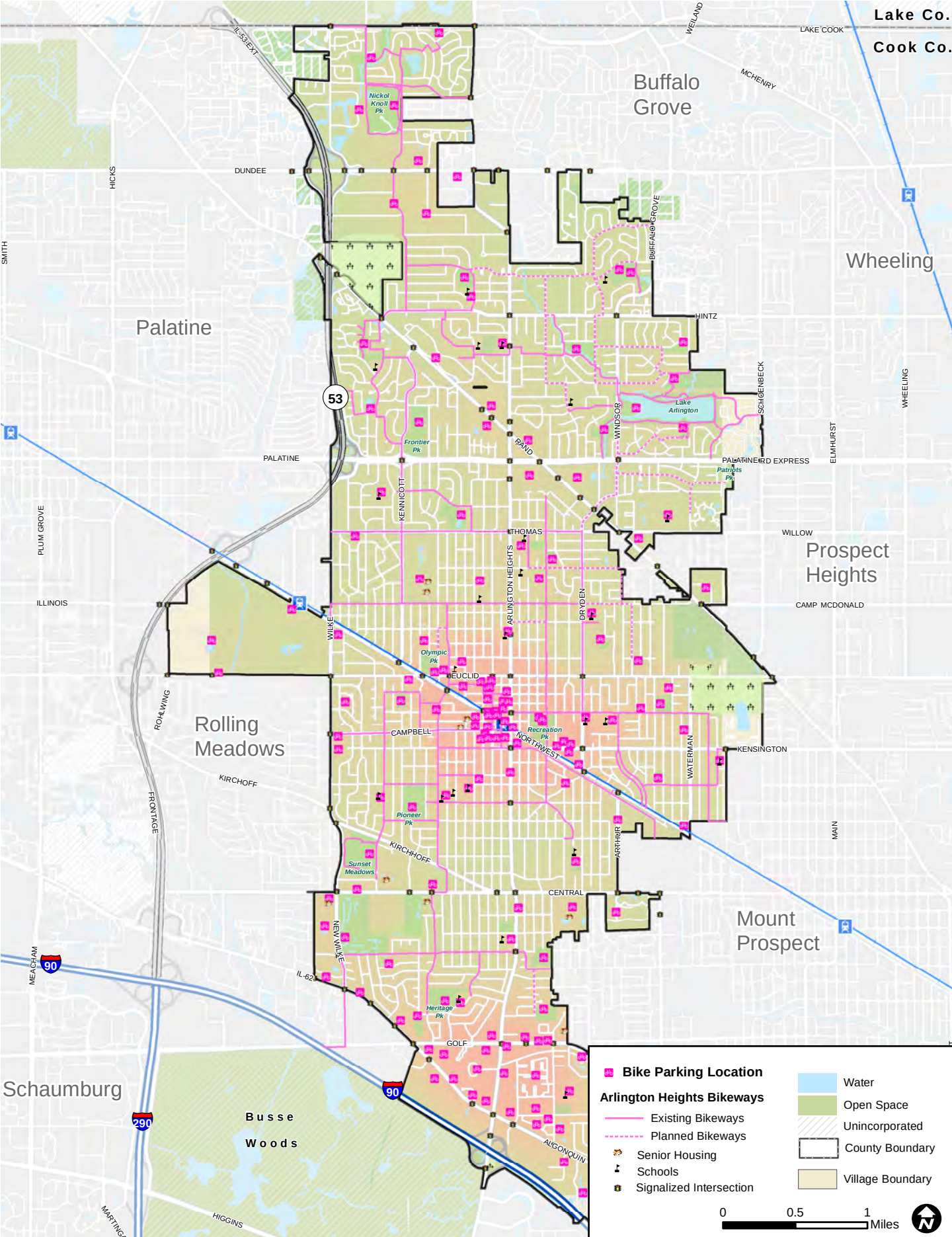
Bike Safety

When bicyclists and motor vehicle drivers share the road, many factors affect safety, including the speed and volume of traffic, width of the road, vehicle types, visibility, and vehicle operator expectations and education. The perception of safety is very important to developing a robust cycling community; most people will not ride a bicycle if they don’t think that doing so – or riding a specific route – is safe. And the mere presence of bicyclists on the roadway, as a regular, ordinary feature of the road, can significantly increase overall safety, as drivers come to expect and anticipate bicyclists. When it is not feasible to create off-street paths, certain roadway designs and treatments can help to improve the safety of the road for cyclists and other users.

As was the case for pedestrians, the large and busy arterial roads present the greatest issues for cyclists. From 2008 to 2012, 10 out of 13 fatal and incapacitating injury bicycle crashes (Types K and A, respectively) occurred along arterial roads. The majority of the other, less severe bicycle crashes also occurred along arterials.

Figure 2.5 shows the locations and density of bicycle crashes in the Village of Arlington Heights. As was pointed out with the pedestrian crash map, the relative concentration of bicycle crashes in the downtown area – visible as red shading in *Figure 2.5* – reflects a higher number of persons bicycling in this area rather than the relative danger or risk.

Figure 2.7 - Bicycle Parking Locations

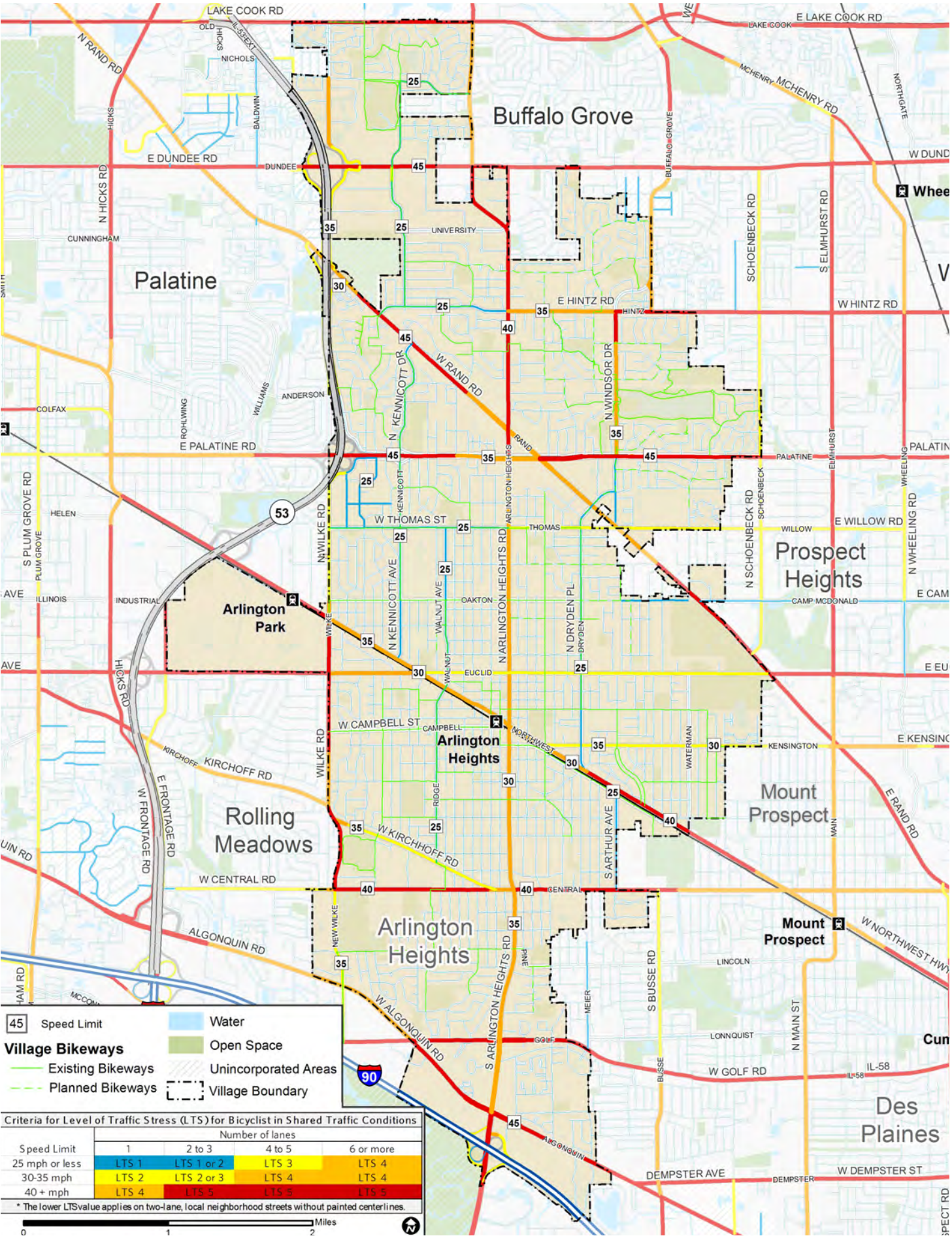


Level of Traffic Stress

According to a recent report from the Mineta Transportation Institute, a highly connected, low-stress network is fundamental to attract the highest numbers of bicyclists to the network. The method developed to measure traffic stress considers a number of factors, including the average daily traffic (ADT), the number of travel lanes, posted speed limits, and location of the center line. For streets where bicyclists and cars share the road, street width and speed limit are the primary factors affecting traffic stress. These ratings aim to estimate the level of stress that a bicyclist would feel while riding along different routes, without the need to survey every road in the study area. Using available data, **Figure 2.8** indicates the Level of Traffic Stress (LTS) on the roadways in Arlington Heights.

Most of the roads in Arlington Heights are low-stress (LTS 1 or 2), with exceptions being major arterial roadways and some collectors. For instance, Euclid Avenue between Rand Road and Northwest Highway is perceived by many residents as uncomfortable and unsafe for cycling even though it registers as LTS 3. This is likely due to a constrained ROW along various segments and motor vehicles traveling at speeds that are perceived to exceed the 25 mph posted speed limit (as well as high traffic volumes).

Figure 2.8 - Level of Traffic Stress



Transit

Regional public transportation options that serve the Village include Metra commuter train service and Pace suburban bus service (see **Figure 2.9**). Pace provides both fixed route and demand-responsive service. Wheeling Township also provides senior and disabled service within a defined area that includes much of Arlington Heights.

Metra

Metra's Union Pacific Northwest line serves the Village of Arlington Heights at two stations: downtown Arlington Heights and the Arlington Park International Racecourse. The North Central Service line runs through communities to the east of Arlington Heights and has stations in Prospect Heights, Wheeling, and Buffalo Grove. The Metra UP-NW rail line connects Arlington Heights to downtown Chicago and to other suburbs along its 70.5 mile length.

The Arlington Park Metra station is less accessible (by pedestrians and bicyclists) due to the presence of Illinois Route 53, Northwest Highway, and Wilke Road. Enhanced pedestrian accommodations are lacking (at the time of this writing) at the intersection of Wilke Road and Northwest Highway, which is important given its function as the main entry-point to the Arlington Park Metra station. However, this intersection is scheduled to be improved (TIP ID 03-13-0003). IDOT has completed engineering and design and the project is expected to go out to bid for construction this year. According to the Village, improvements will include signal modernization (including pedestrian countdown signals), geometric modifications, new striping, and signage.

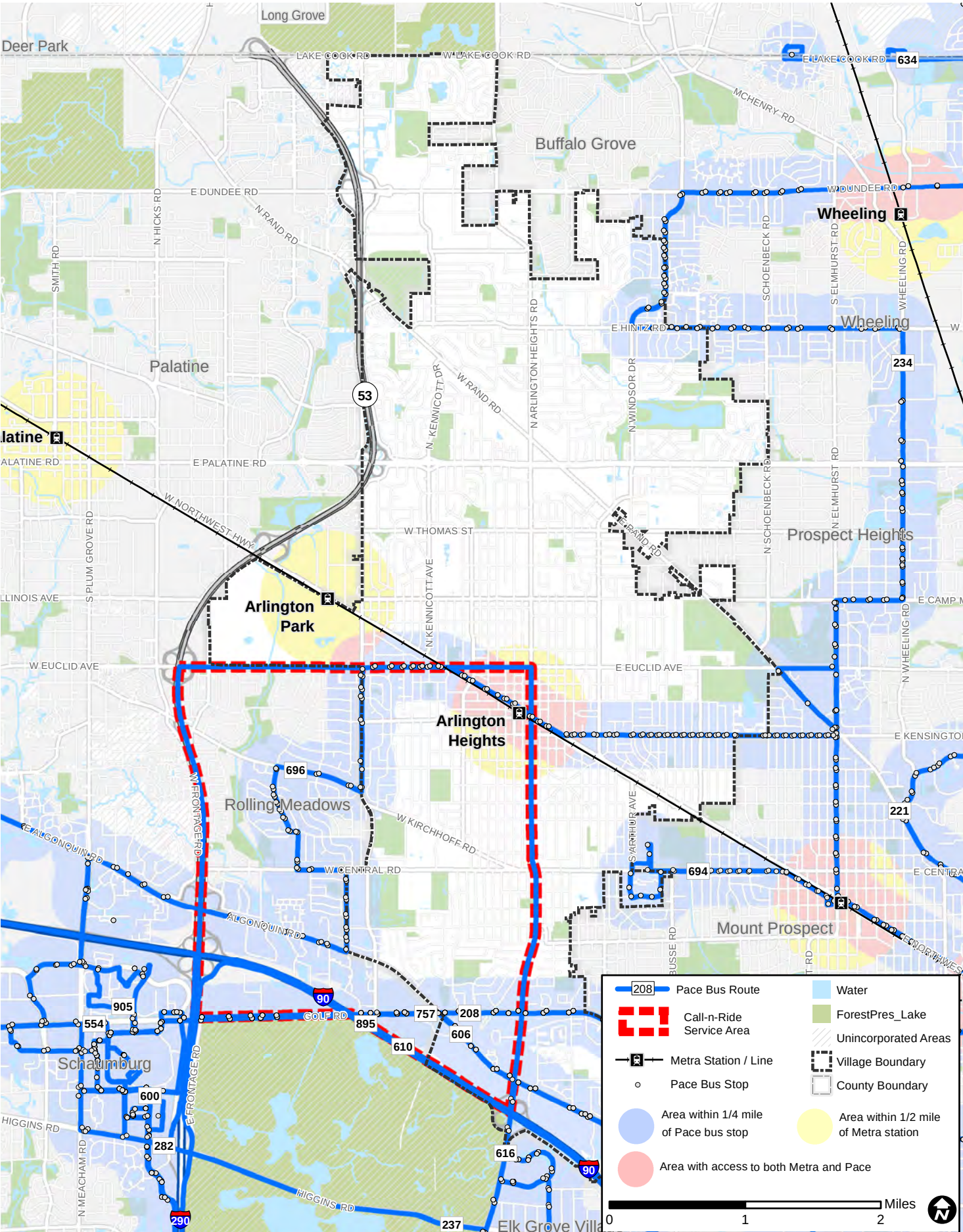
Pace Bus

As shown in **Figure 2.9**, six Pace suburban bus routes (696, 208, 234, 606, 694, and 757) directly serve and have stops within Arlington Heights – though some just graze the borders of the Village. Overall, relatively little of the Village is within 0.25-mile of a (fixed route) Pace bus stop. The northern half of the Village in particular lacks transit service. The entire Pace vehicle fleet is Americans with Disabilities Act (ADA) compliant, and all full-size, fixed route buses are equipped with front-loading bike carriers so that Pace users can access the bus via bicycle.

Demand-Responsive Services

In addition to fixed route bus service, Pace provides a Call-n-Ride service – the Arlington Heights-Rolling Meadows Call-n-Ride – which offers reservation-based, curb-to-curb service in the designated service area (bounded by Euclid Avenue, Arlington Heights Road, I-90, Golf Road, and Highway 53). Pace also offers ADA Paratransit Services, Ride Share, and Vanpool service. Wheeling Township offers Call-a-Ride service for seniors and the disabled in an area that includes much of Arlington Heights, bounded by Central on the south, Lake Cook Road on the north, Wilke Road on the west and the Des Plaines River on the east.

Figure 2.9 - Access to Public Transit



Roadways

Functional Classification

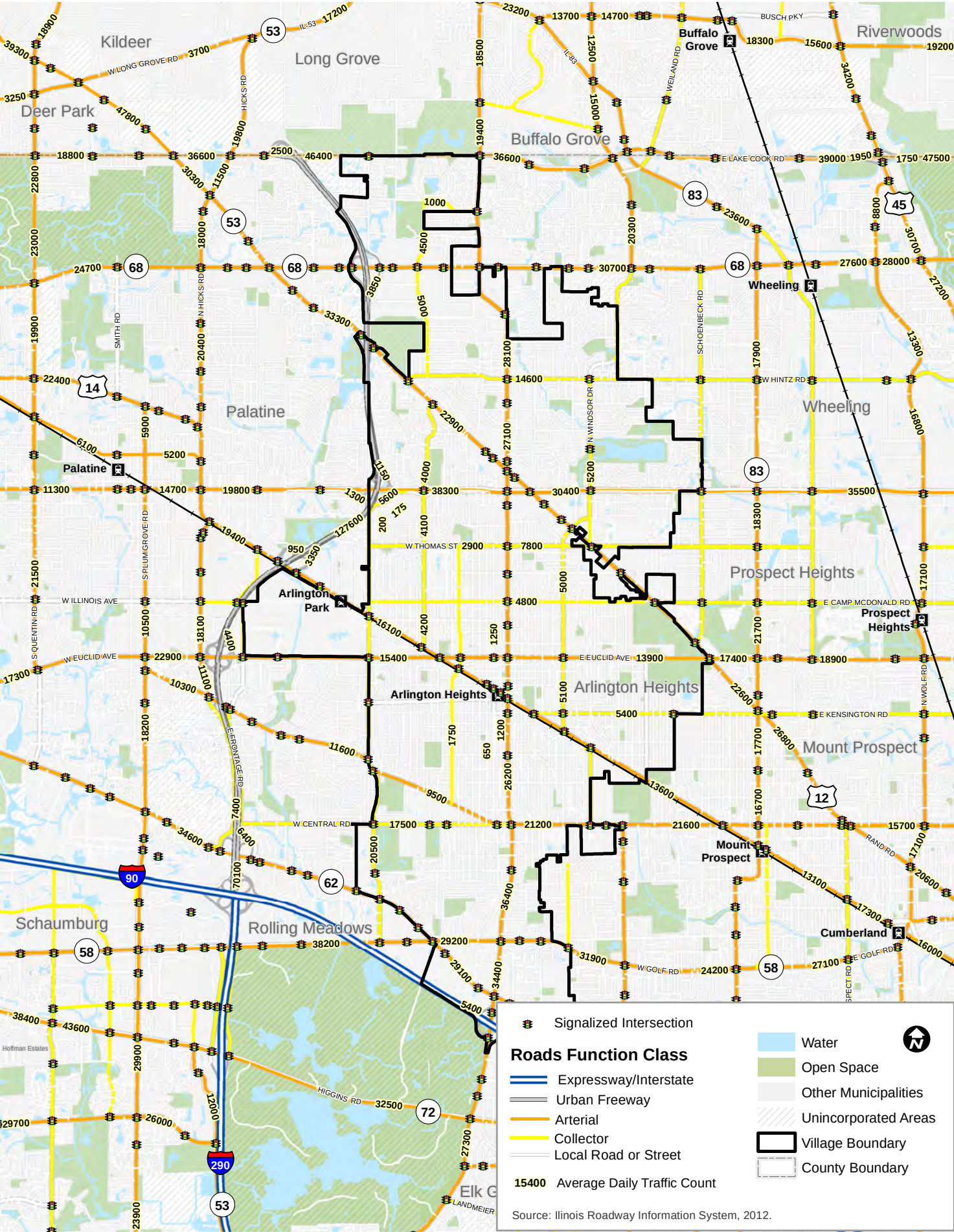
Roads provide space for vital functions within a community – mobility, access, commerce, and civic life. Arlington Heights’ street network, shown in **Figure 2.10**, consists largely of local roadways that accommodate the Village’s residential character. However, Arlington Heights does have a relatively high number of major arterial roads, which provide good access to community amenities but are often barriers to walking and bicycling because of high-speed, high-volume traffic and large roadway widths. East-west arterials occur approximately every mile. The Village is divided down the middle (north-south) by Arlington Heights Road. In addition, Arlington Heights is crossed by four diagonal arterials: Algonquin Road, Kirchhoff Road, Northwest Highway, and Rand Road. The Village is also bounded on its south and west sides by limited access freeways: Interstate 90 and Illinois Route 53, respectively.

Roadway Safety

Figure 2.11 illustrates the locations and severity of all automobile crashes that occurred in Arlington Heights between 2010 and 2012. It highlights intersections that have the highest numbers of crashes, according to the police and other sources. **Figure 2.11** was made by the Arlington Heights Police and show locations and density (per Village data) of motor vehicle crashes for January-June 2013 and 2014, respectively.

Figure 2.11 also shows the areas within the Village with the highest overall density of crashes, weighted by severity. As can be seen, major roadways – and above all, the intersections of major roadways – exhibit the highest concentrations of crashes. The “triangle” area, formed by the intersections of Arlington Heights, Palatine, and Rand Roads, consistently has the greatest number of crashes. According to the Arlington Heights police, these three intersections were among the top four crash locations in 2013 and 2012, as well as earlier years. The roads that the Police consider generally most dangerous and most difficult for pedestrians and bicyclists to cross are, in order: Palatine Road, Rand Road, Golf Road, Algonquin Road, and Dundee Road, all of which have sections consisting of six or more travel lanes. They also point to Lake Cook Road as presenting significant hazards for bicyclists and pedestrians, due to the high speed travel speeds (the posted limit is 45 mph) and the wide spacing of traffic controlled (signalized) intersections. Arlington Heights Road, which has high traffic volumes during rush hour periods, was also recognized as presenting safety issues and crossing difficulties for pedestrians and cyclists.

Figure 2.10 - Functional Road Classifications and AADT



Crash Density (2010-12)

- High
- Low

Fatal Crash

Locations of Highest Number of Crashes in 2012 and/or 2013

Other High Crash Locations

Village Boundary

County Boundary

Open Space

Unincorporated Areas

Water

Scale: 0 to 2 Miles

Crash Counts by Location:

- 28 Crashes (2012)
- 28 Crashes (2013)
- 116 Crashes (2012-13)
- 99 Crashes (2012-13)
- 124 Crashes (2012-13)
- 59 Crashes (2012-13)
- 29 Crashes (2012)
- 30 Crashes (2013)
- 26 Crashes (2013)
- 25 Crashes (2012)
- 31 Crashes (2012)
- 109 Crashes (2012-13)
- 87 Crashes (2012-13)



Chapter 3 COMMUNITY OUTREACH



A key goal and component in the development of the Arlington Heights Bicycle and Pedestrian Plan was to encourage comprehensive community engagement and participation throughout the entire plan-making process. Public outreach and engagement was undertaken to better understand community needs, challenges, and opportunities related to bicycling and walking, and to review and evaluate potential recommendations. Public outreach and input were crucial aspects of the planning process and fed directly into the structure and the content of the plan. Input and insights obtained through public outreach and engagement activities can also help the Village and the Bicycle and Pedestrian Advisory Commission to advance and implement proposed projects.

Public Engagement Activities

The development of the plan included broad community engagement with numerous opportunities for public input. Specific activities included an interactive online survey that included mapping input, small group workshops, key stakeholder interviews, and a community-wide workshop and charrette. Public engagement activities occurred throughout the planning process, targeting local residents and stakeholders and documenting the Village's unique strengths, challenges, and opportunities. An extensive review of the input received from outreach activities conducted during the early phase of the planning process is available in the stand-alone Existing Conditions Report.

Outreach activities were aimed broadly at helping answer the following four questions:

1. What are Arlington Heights' strengths as they relate to non-motorized transportation?
2. What are the main challenges to being a pedestrian and/or cyclist in Arlington Heights?
3. Aside from the work already planned, what projects or actions should the Village pursue to make Arlington Heights more bicycle- and pedestrian-friendly?
4. What is your vision for Arlington Heights' bicycle and pedestrian network?

Project Steering Committee Meeting

Kickoff Steering Committee Meeting

On June 16, 2014, the first steering committee meeting was held at Village Hall. The Project steering committee was responsible for providing guidance and feedback on existing issues and opportunities, revising project goals, reviewing plan documents, and identifying stakeholders who should be involved in the planning process. The committee was composed of the Village's established Bicycle and Pedestrian Advisory Committee.

The first meeting objective was to introduce the committee to the project and begin to catalog issues and opportunities in the Village as they relate to walking and biking. Participants were given a questionnaire asking them to identify the main challenges to bicyclists and pedestrians in Arlington Heights, specific projects that could address these challenges, and the general strengths of the community's bicycling and pedestrian environment.

Second Steering Committee Meeting

The second steering committee meeting was held on February 4, 2015 to review initial findings of the existing conditions report and draft a vision statement to guide the plan and plan implementation. After much discussion, the steering committee agreed on a draft vision statement that expresses the community's aspirations and future intentions around walking and bicycling. The final vision statement is provided in **Chapter 1: Introduction**.

Third Steering Committee Meeting

The third steering committee was held on July 7, 2015 at Village Hall. The purpose of this meeting was to review preliminary ideas involving key corridors for biking and walking throughout the Village. At the meeting, steering committee members reviewed larger aerial maps of the Village by north, central, and south subareas. For each subarea, members identified and discussed important issues and opportunities. Because of the amount of discussion and input that arose from the meeting, the committee decided to continue to meet on their own to continue the activity. After a number of months working together, the steering committee provided CMAP staff a very detailed and thorough list of potential projects to improve walking and biking in each subarea. Many of the recommendations found in **Chapter 4** are based upon the thorough analysis and potential projects that were created by the steering committee in this step of the process.

Other Outreach Activities

Village-Wide Bicycling and Walking Audit

On September 8, 2014, CMAP staff along with several steering committee members and Village staff conducted a bicycle and walking audit of the existing conditions in Arlington Heights. The audit reviewed the existing trail and road bike network and the areas identified for improvement from prior meetings. Staff also visited a number of additional assets in the community — the downtown core, various shopping districts, Metra stations and station areas, and major parks.

Key Person Interviews

On September 9 and September 29, 2014, CMAP staff completed interviews with several key stakeholders. The list of key persons was compiled by Village staff and members of the steering committee. Through key person interviews, CMAP staff gathered a stronger and more nuanced understanding of the community and issues and opportunities related to bicycling and walking.

Bicycle Club Workshop

A meeting was held with the Village of Arlington Heights Bicycle Club on September 17, 2014 at the Recreation Center during a regularly held monthly meeting. Attendees included CMAP staff, members of the BPAC, and the Bicycle Club. The meeting allowed CMAP staff to describe the planning process as well as to solicit input from the Club regarding perceived issues, desired projects, and the current strengths/assets of the Village regarding bicycling and walking.

Figure 3.1 - Arlington Heights Bicycling and Walking Audit



Figure 3.2 - Arlington Heights Bicycle Club Workshop



Senior Citizens Commission Workshop

On October 20, 2014, CMAP staff introduced the project to members of the Senior Citizens Commission and engaged them in the planning process during their regularly scheduled monthly meeting. Attendees were given a one-page questionnaire and were asked to indicate their top issues and challenges for walking and biking in the Village of Arlington Heights. Eight questionnaires were collected, with two surveys submitted indicating there were no major problems with bicycle and pedestrian travel in the Village.

Online Survey

CMAP developed an interactive online survey to engage a broad audience, particularly people who are harder to reach or people who are not able to attend the workshops. This online tool served to educate the community about the purpose of the project and identify community priorities to address in the bicycle and pedestrian plan. The online survey was launched on October 1, 2014 and remained active until December 3, 2014. During this time, 2,131 people visited the site and 1,091 people gave feedback on top priorities and areas for improvement. For a full summary of the feedback received, see the Existing Conditions Report.

Community-wide Visioning Workshop

A community-wide public visioning workshop was held on Thursday, March 12, 2015 at the Public Works Department. There were approximately 55 residents, business leaders, government representatives, and elected and appointed officials in attendance. At the workshop, attendees learned about the project and 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 comprehensive summary of the group's ideas and recommendations per topic. A more detailed summary including images of each smaller group's maps can be found in **Appendix A**.

Destinations

The larger group identified several key pedestrian destinations in Arlington Heights, such as Arlington Park, Lake Arlington, Recreation Park, Busse Woods, the Metra Station, downtown Arlington Heights, the various schools in town, and Arlington Heights Memorial Library, among many others.

Safety

There was a general consensus among participants on several key issues regarding bicycle and pedestrian safety. Workshop participants expressed the need for increased traffic control by reducing traffic speed, better signage, more designated and better-marked bicycle lanes and paths, and increased non-motorist features such as crosswalk buttons.

Figure 3.3 - Visioning Workshop



Barriers

The meeting attendees were asked to think about any barriers that might prevent them from biking or walking in the community. The majority of workshop participants identified the lack of crosswalks and crosswalk markings, in addition to missing sidewalks as major barriers. Further, the lack of snow plowing and snow build up along major routes was a concern to many residents.

Missing Gaps or Links

The group identified poor, or lack of, connections to Busse Woods, Lake Arlington, and Des Plaines River Trail. Additionally, residents would like to see increased sidewalks along major streets such as Palatine Road and Arlington Heights Road to increase connectivity and access to major destinations in and around town.

Bicycle Parking

Attendees were asked to share where they would like to see increased bicycle parking. The majority of the comments denoted that additional parking racks and facilities should be installed in the downtown area, library, Arlington Park, schools, and shopping areas. A suggestion made was to develop a map of available bicycle parking in the community.

Education, Encouragement, and Enforcement Programs

There was an overall consensus among community stakeholders for increased education and awareness for bicycle and pedestrian safety among all road users. Specifically, workshop attendees expressed support for informational workshops to learn about the rules of the road, non-motorist safety, and educational campaigns about the benefits of biking and walking.

Big Ideas

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 electronic, real time 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.

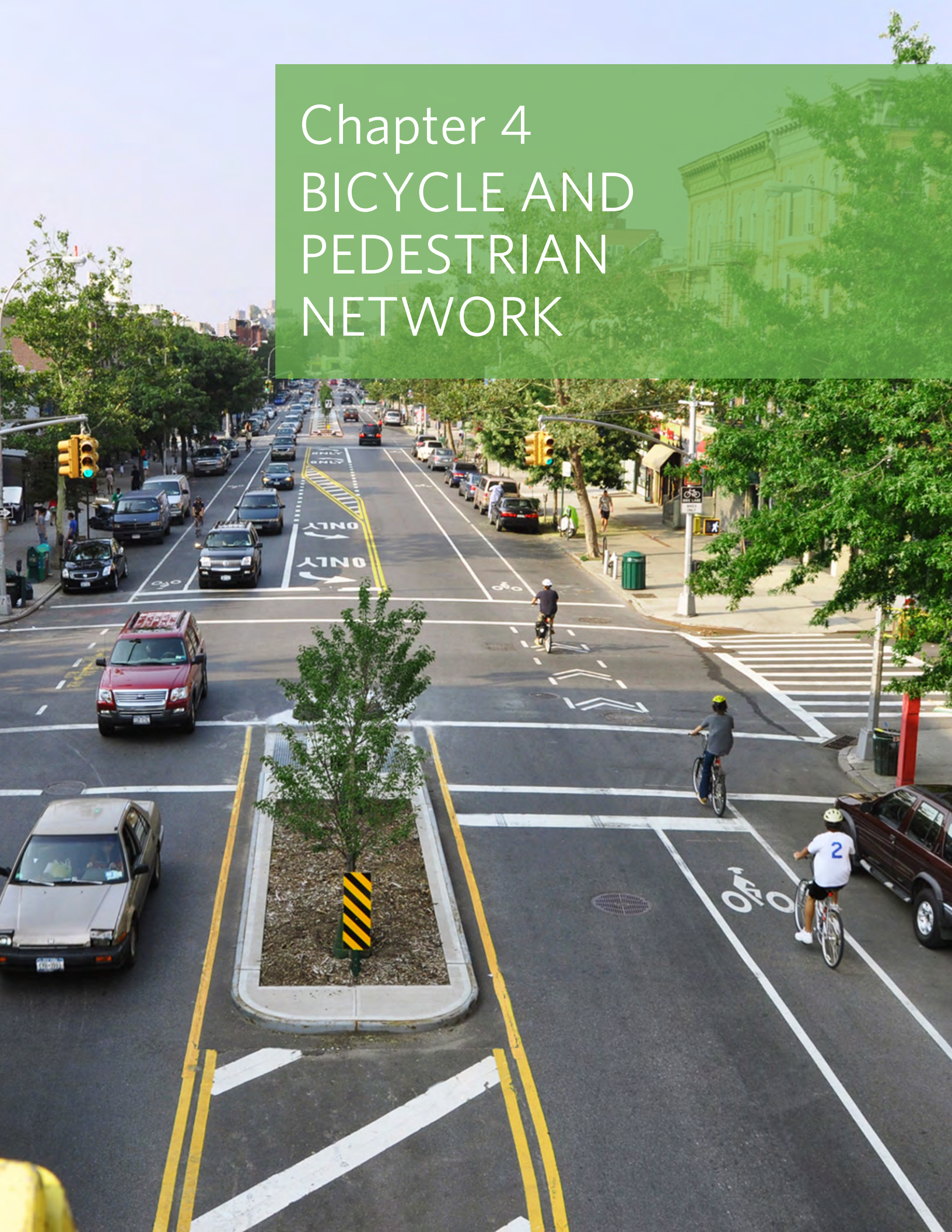
Table 3.1 - Visioning Workshop

BIG IDEA	PERCENT	COUNT
Network connectivity and linkages to open space (parks, Forest Preserves, Des Plaines River Trail)	23.9%	168
Improved signage and on-street bikeway markings/stripping (visible)	23.5%	165
Major barriers - UP overpass/underpass (Northwest Highway/"Triangle District," I-90)	15.4%	108
Education and enforcement (online, workshops)	11.9%	84
Linkages to important destinations (home, work) throughout Village	11.1%	78
Intersection improvements (countdown signals, bicycle detection, markings, beacons, etc.)	9.4%	66
Improved/increased bike parking and bike parking phone app (portable bicycle racks)	2.7%	18
Safety programming (sale/donation of bike lights, helmets, etc.)	2.1%	15
Totals	100%	702

The most popular "big idea" among workshop attendees – approximately 24 percent – indicated that their most preferred idea was to improve the bikeway network connectivity and expand 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 percent of the votes, was the need for increased signage and visible bicycle striping throughout the Village. As the third top big idea, approximately 15 percent 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 "Rand-Palatine-Arlington Heights Road Triangle," and Interstate 90.

Chapter 4

BICYCLE AND PEDESTRIAN NETWORK



This chapter focuses on ways to build upon and enhance the Village of Arlington Heights' existing bicycle and pedestrian network and related infrastructure to create a more complete, interconnected, and robust system, which provides access to important destinations, neighboring communities, and bikeways. The chapter provides examples of potential bicycle and pedestrian facilities and treatments to help achieve a complete, connected system of bikeways and pedestrian routes. Village planners, engineers, public works and other staff, as well as elected officials, should reference this chapter to address gaps and inadequacies in the proposed active transportation network and at other locations throughout the Village, using the described or similar facilities and treatments. The recommended network and infrastructure modifications presented here consist of a variety of facility types and corresponding improvements to enhance circulation and safety for bicyclists and pedestrians, as well as motorists.

Recommendations Framework

Infrastructure and engineering improvements – combined with educational, encouragement, and enforcement policies and programs to promote bicycling and walking (see *Chapter 5*) – are a necessary part of any comprehensive strategy to become more bicycle- and walk-friendly. Specific network recommendations for new and enhanced facilities and associated infrastructure are aimed at upgrading and expanding the existing system of signed on-street bike routes and existing bike parking. Recommendations are also made for adding new pedestrian and bicycle connections and for improving difficult crossings, to provide better access and mobility and to increase the safety, comfort, and convenience of people walking and bicycling. Another important goal for the network is to improve conditions for bicycling and walking within and between Village neighborhoods and key destinations, which include schools, Village services, shopping, employment, public transit, residential neighborhoods, parks and forest preserves, neighboring communities, and regional trails. Those linkages are reflected in the proposed network, which will aid the Village in directing infrastructure investments.

Together, these recommendations will help the Village increase bicycling and walking both for transportation and for recreation, obtain Bicycle Friendly Community status (in the League of American Bicyclists program), and achieve key municipal goals related to sustainability, equity, safety, health, community character, and economic development. It should be noted that all of the infrastructure recommendations presented here are planning-level and conceptual in nature and will require further engineering study in order to determine potential constraints, feasibility, design details, and full traffic impacts, as well as the costs associated with engineering, construction, and maintenance.

Overarching Goals

Two overarching goals and associated objectives have been identified for the recommendations of this chapter. These goals are intended to guide the Village in making modifications and improvements to the transportation system and are highlighted here to ensure that changes made at specific locations reflect and advance the purpose and vision of the plan.

Goal 1: Improve safety for all pedestrians, cyclists, and motorists within the Village.

- Increase motorists' awareness of designated bicycle and pedestrian routes, crossing locations, and conflict points through improved visibility and enhanced traffic control devices.
- Provide and clearly mark adequate space for bicyclists and pedestrians.
- Slow traffic in locations where higher speeds can endanger cyclists and pedestrians.

Goal 2: Increase the convenience, comfort, and ease of cycling and walking in the Village.

- Improve existing and add new bicycle parking facilities.
- Improve signalized intersections with bicycle and pedestrian detection / signals.
- Improve wayfinding and signage for bicyclists and pedestrians.
- Ensure that bicycle and pedestrian routes that are safe for all users connect all parts of the Village.

Past Plans and Studies

The goals and supporting recommendations were created based upon public input received during the planning process, analysis of existing conditions, and previous planning and policy documents including the Village of Arlington Heights':

- Bikeways Map (last updated, 2014);
- Bicycle Policy Plan (1996);
- Thoroughfare and Transportation Policy Plan (2012);
- Comprehensive Plan (1997)
- Future Land Use Map Update (2013)
- Complete Streets Policy (2013); and
- Capital Improvement Program (2016-2020).

Proposed Bicycle and Pedestrian Network

The proposed bicycle and pedestrian network (**Figure 4.1**) aims to create a safe and efficient system that connects residents with key community destinations. It consists of existing, planned, and potential bicycle routes as indicated in the Village Bikeways Map, as well as new or altered routes and connections to improve access to important destinations. The proposed bikeways consist of both on-street and off-street facilities. Proposed pedestrian facilities consist of new sidewalks at select locations. Improvements at intersections and other “spot” locations are also proposed and discussed below.

Using steering committee and focus group input, feedback received through the plan’s public outreach and engagement process, Existing Conditions Report analysis, and Strava data, **Figure 4.1** also identifies a network of “framework” routes intended to serve as the core, or “backbone,” of the larger bikeway network. The framework routes, which make important connections to neighboring communities and key bikeways outside Arlington Heights, also link shorter, more localized routes. There are two north-south framework routes (the “Kennicott Route” and the “Dryden/Douglas Route,”) and nine east-west framework routes. The framework routes should be seen as priorities for investment and intensified efforts to improve conditions for cycling (and walking). In a few instances, potential alternate framework routes are provided. Final routing, as well as facility type, will be determined by Village and the BPAC through further engineering studies and by the implementation of associated improvements.

One way to think of the proposed framework routes is as a network of bicycle boulevards or neighborhood greenways⁷, which are relatively low-speed, low-volume streets that are designed to calm traffic, discourage cut-through motor-vehicle traffic, and prioritize bicycling. Bicycle boulevards are typically signed and branded, and include a variety of traffic calming treatments such as speed humps, medians, diverters, in-street stop-for-pedestrians signs, and/or lower speed limits. They also include crossing improvements to increase the safety, comfort, and convenience of cyclists and pedestrians at intersections, including bicyclist detection technology at signal-controlled locations. The framework routes should be prioritized for

⁷ More information on bicycle boulevards can be found in NACTO’s Urban Bikeway Design Guide, at <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/>. See also the City of Berkeley, CA Bicycle Boulevard program webpage, at <https://www.cityofberkeley.info/bicycleboulevards/>. Portland State University’s Initiative for Bicycle and Pedestrian Innovation has produced a Bicycle Boulevard Planning & Design Guidebook, at <https://www.pdx.edu/ibpi/bicycle-boulevard-planning-design-guidebook>.

Facility Types

The recommended bicycle and pedestrian network includes a variety of facility types, including both on-street and off-street facilities, as illustrated on *Figure 4.1*.

Off-street facilities include:

- multi-use paths (trails, sidepaths, and short cut-throughs or connectors); and
- sidewalks.

On-street facility types include:

- bike lanes (traditional, buffered/protected, advisory);
- marked shared lanes (sharrows);
- combination bicycle-parking lanes; and
- signed bicycle routes.

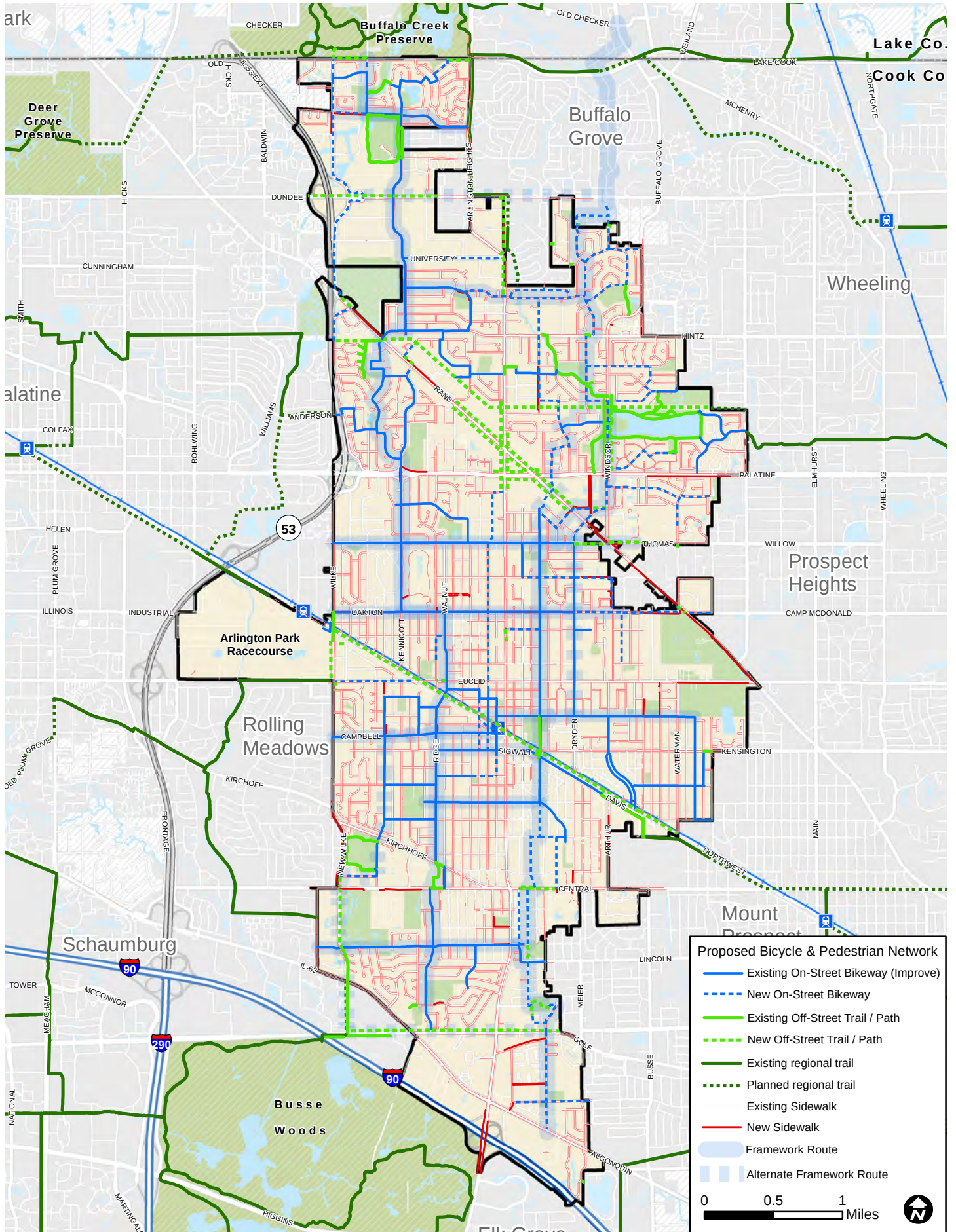
In addition to (linear) bicycle, walking, and multi-use facilities, spot improvements (primarily at intersections), as well as traffic calming treatments are recommended for locations along the proposed network routes.

In the pages that follow, information and recommendations for these three main facility types – on- and off-street bicycle and pedestrian facilities, and intersection improvements and traffic calming treatments – are described in greater detail, sub-divided when necessary, with definitions, design guidelines, typical cross sections, illustrations, examples, and maps of recommended potential locations provided. Facility recommendations will require engineering studies to determine feasibility.

Typical cross-sections and illustrations

Cross-sections provided throughout this plan are intended as general guidance for creating new or retrofitting existing facilities to more fully accommodate bicyclists and pedestrians. Whenever possible, locations of specific plan recommendations are used.

Figure 4.1 - Proposed Bicycle and Pedestrian Network (On-street and Off-street) and Framework Routes



Multi-use Path Definitions and Design Guidelines

Multi-use paths are off-street facilities that are shared by multiple users. For bicyclists, multi-use paths can enhance network connectivity, filling in gaps where the street network is not complete or cannot accommodate bike facilities. For pedestrians, bicyclists, and other users, multi-use paths serve both recreational and transportation purposes.

Trails

Trails are typically associated with open space and recreational use, and are intended to bring users into contact with nature, while sidepaths are strongly connected with the adjacent roadway and are, in essence, a kind of a hybrid between a sidewalk and a trail. Sidepaths, as well as short trail segments, often serve as both local access routes and as links in a larger trail network.

Design Guidelines

Trails should be at least ten feet wide and include a two foot graded area (on each side) for clearance from lateral obstructions such as vegetation and poles. Trails and sidepaths should be paved asphalt or smooth concrete to accommodate a variety of users. Multi-use trails and sidepaths should be designed to accommodate two-way travel. Depending on path usage and volumes, a painted center stripe may be used to demark two-way travel.

Cross-sections

Figure 4.2 offers typical cross-sections (existing and recommended) for multi-use trails. **Figures 4.3-4.4** show examples of existing trails in Arlington Heights and illustrate typical issues and opportunities for recommended trail improvements.

- o **Existing Conditions:** This cross-section illustrates the current multi-use trails that exist in various locations in the Village. The trails vary in width from six to eight feet. The asphalt trails, in some cases, are in poor condition.
- o **Recommendation:** The existing trails owned by the Village should be widened, whenever possible, to a minimum of ten feet with two foot clearance zones on each side.

Figure 4.2 - Trail cross-sections

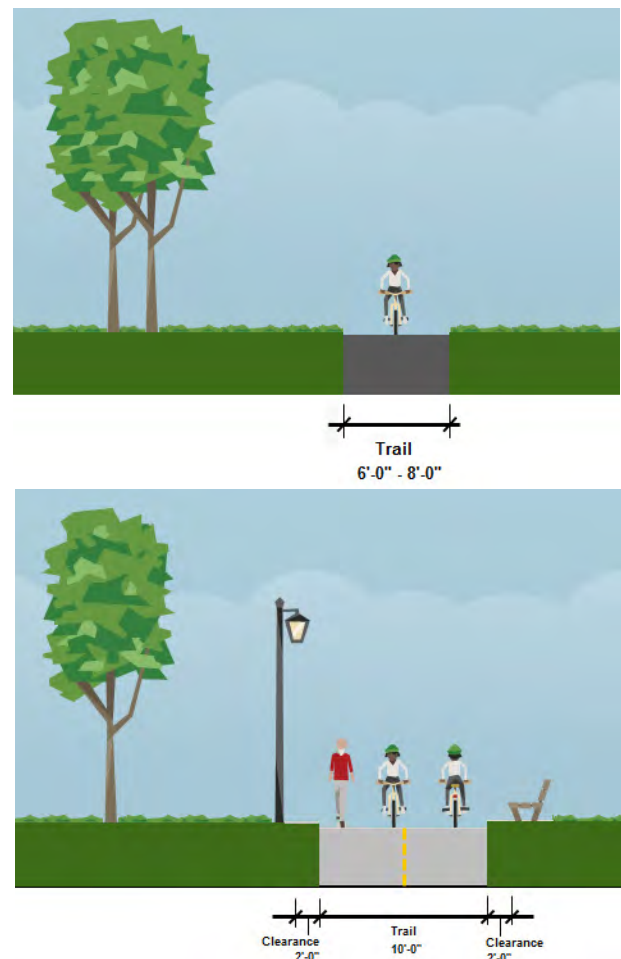


Figure 4.3 - Existing Willow Park trails



Figure 4.4 - Existing Centennial Park trail



Sidepaths

Sidepaths, generally, are a good option along high-speed, high-volume corridors with wide block/driveway spacing. Here, they provide access for pedestrians and for bicyclists who are not comfortable riding in heavy traffic. Whenever possible, sidepaths (like sidewalks) should be separated from the roadway by a vegetated buffer strip.

Sidepaths are most successfully implemented as part of new development, where access management can be implemented at the same time that development occurs. In mature, built-out communities like Arlington Heights, constructing sidepaths (or widening sidewalks) can be difficult, due to right-of-way constraints, the presence of utilities, and high number of driveways. In such contexts, sidepaths typically work best as short segments along and at crossings of busy streets, which connect to lower-stress bike routes along local streets. A number of short sidepaths that function in this manner are recommended, including at locations at which proposed bikeways cross Hintz and Central Roads.

Design Guidelines

Sidepaths should be a minimum of eight feet wide; however, ten feet or wider is recommended. A minimum planted buffer strip of five feet between path and roadway is recommended. If this buffer space is not available, then a striped shoulder or parking lane can provide separation from traffic. In constrained contexts, a barrier wall, may be necessary. If a shared-use path is on one side of the street only, safe, adequate, and adequately-spaced crossing accommodations must be provided to access land uses on the other side of the roadway. Special care should be taken to design driveway and intersection crossings – and to minimize their number, to the extent possible – in order to reduce potential conflicts.

Sidepaths should be utilized and promoted as bikeways only where the volume and speeds on the adjacent roadway would discourage the majority of bicyclists from riding in traffic, and where there are no practical alternatives for either improving the adjacent roadway or accommodating bicyclists on nearby parallel streets. In addition, it is important that sidepaths functioning as designated bikeways lead cyclists directly to streets that safely accommodate bicyclists, to another multi-use path, and/or to an intersection or other crossing locations where bicyclists crossings, queuing requirements, and detection are provided.

Cross-sections

Figures 4.5-4.6 provide examples of two existing cross-sections along Rand Road, which are typical of large arterials throughout Arlington Heights, as well as potential reconfigurations that include sidepaths and buffered parkways. In the first proposed reconfiguration, minimal-width sidepaths and planted buffer strips would be achieved by narrowing travel lanes.

In the second, a potential road diet provides space for sidepaths and buffer areas, as well as other amenities. The latter would improve livability and safety, and provide opportunities for place-making along Rand Road. It is provided here merely as an example of such a treatment.

Figure 4.5 (a) - Existing Cross-section: Typical Large Arterial (Arlington Heights Rd. near Golf Rd.)

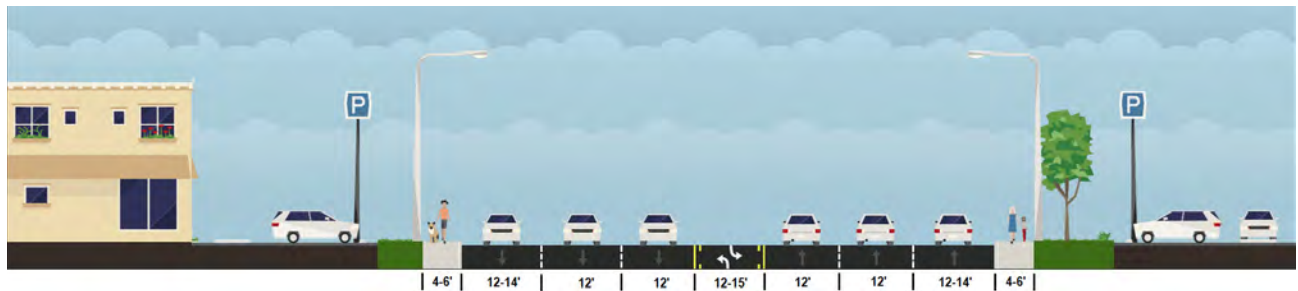


Figure 4.5 (b) - Existing Cross-section: Typical Large Arterial (Rand Rd. near "Triangle District")

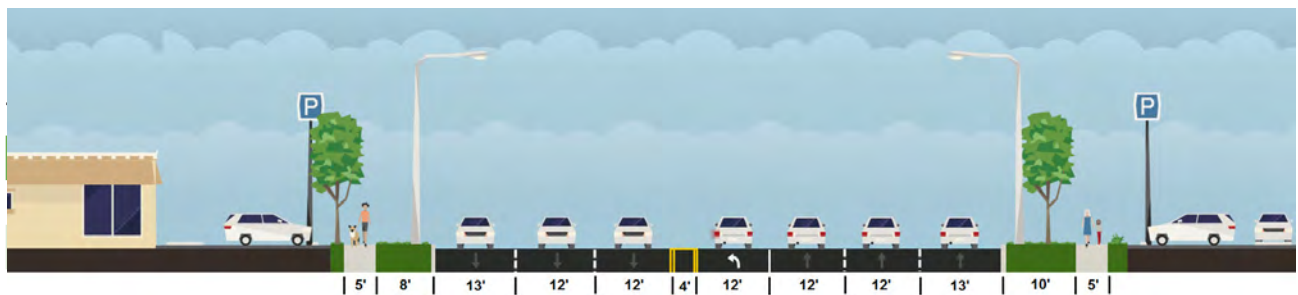


Figure 4.6 (a) - Proposed Cross-section: Arterial Buffered Sidepath (Rand Rd.)

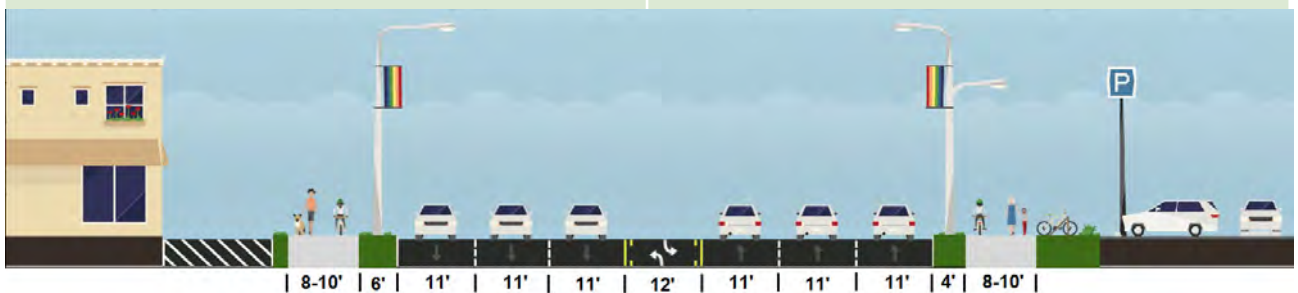


Figure 4.6 (b) - Proposed Cross-section: Arterial Buffered Sidepath and Road Diet (Rand Rd.)

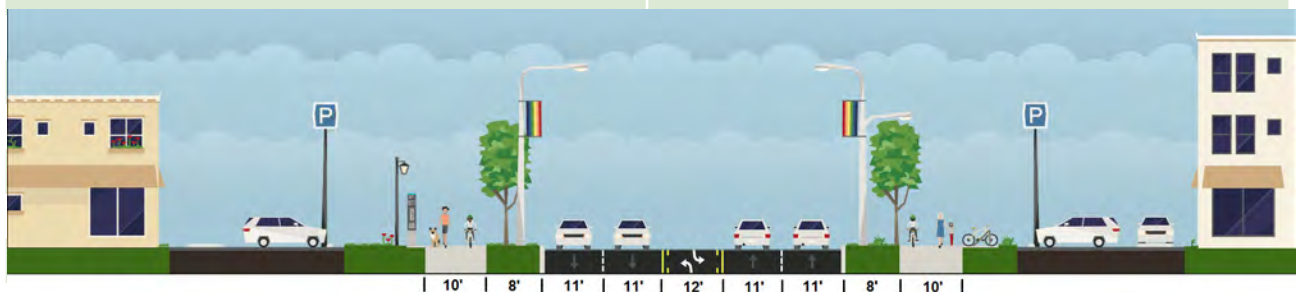


Figure 4.7 shows existing and proposed cross-sections for a sidepath (upgraded from the existing sidewalk) on one side of Hintz Road, where a raised center median and other improvements are recommended. This sidepath provides a short, safe connection along a proposed bikeway at the crossing of a busy arterial.

Figure 4.7 (a) - Existing Cross-section: Hintz Rd.

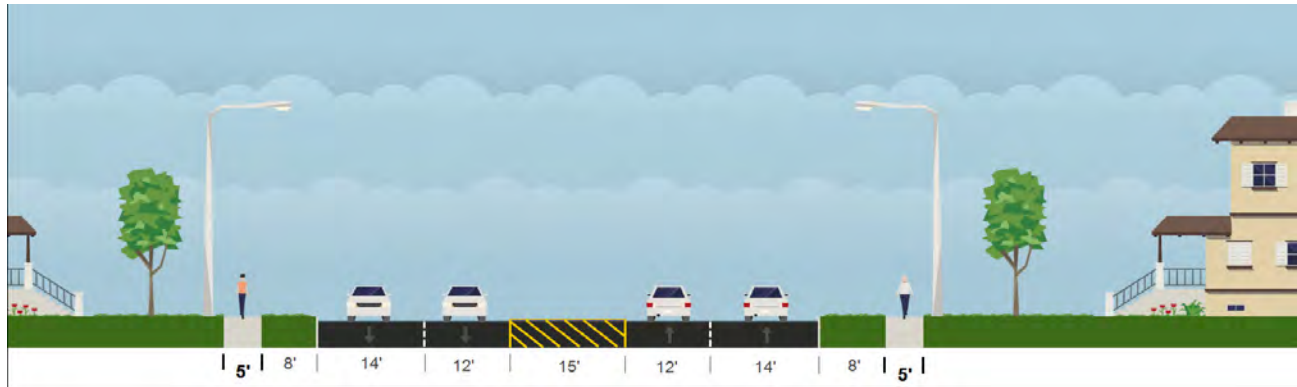
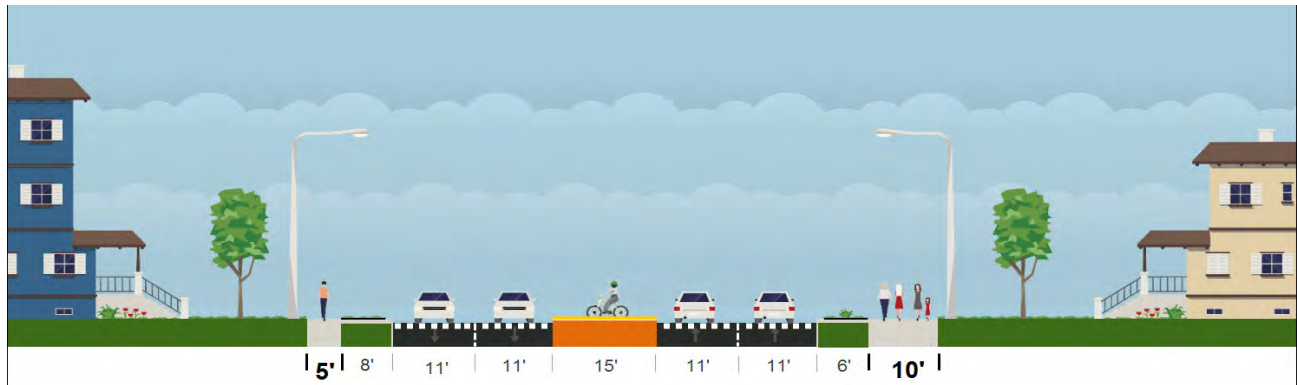


Figure 4.7 (b) - Proposed Cross-section: Hintz Rd. with Sidepath and Median Refuge Island



Cut-throughs

Cut-throughs are relatively short multi-use paths between roadways, utilizing easements between homes, utility ROW, small parks, and other available spaces and/or infrastructure. Connectors are short links between a roadway and an adjacent or nearby path. Existing cut-throughs and connectors range from formal (essentially, part of the Village sidewalk network) to informal (e.g. open gates or walkways between private properties). Some run between two residential streets or subdivisions; others connect to community destinations or retail areas. Cut-throughs are maintained by various entities, including the Village, the Park District, homeowners associations, and private businesses. Several existing and proposed cut-throughs and connectors are located on the border of Arlington Heights and neighboring communities. More formal cut-throughs include the underpass at Douglas and the Union Pacific rail line, as well as the bridge between Brookwood Drive and Camelot Park.

Examples of less formal cut-throughs include:

- o Sidewalk off of Dorothy Ave./Charles St., leading to a shopping center along Rand Road
- o Gate/pathway from the end of Grindel Drive to the Central Park East apartments
- o Driveway along N. Harvard Avenue, at Thurston Pl., which leads to a path in Creekside Park.

Design Guidelines

Existing **cut-throughs** typically consist of four to five-foot wide concrete sidewalks, often within wider easements; when functioning solely as sidewalks, cut-throughs should be a minimum of five feet wide. Cut-throughs that form part of the bikeway network should be renovated and upgraded to eight to ten-foot wide asphalt or concrete pathways. In some cases, such as at the Douglas Ave/UP-NW rail line underpass or along Kennicott Avenue at Nichol Knoll Park, broader intersection and roadway reconfiguration, including the addition of new crossings, queuing areas, curb ramps and other design treatments may be necessary. At all cut-through, connector, or transition locations that are part of designated bike routes, bike route signage should be included to provide clear, convenient wayfinding and navigation.

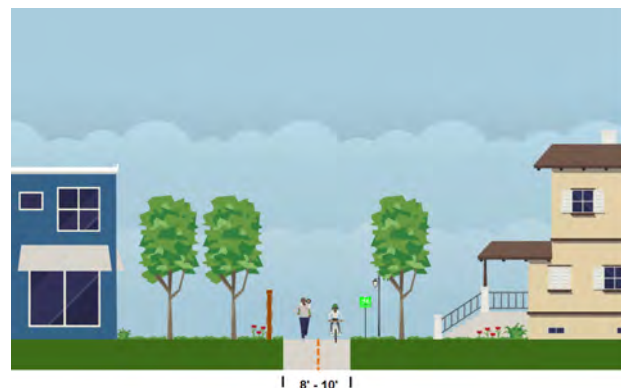
Cross-sections

Although there is substantial variation in the nature, function, and design of cut-throughs, **Figure 4.8** offers typical cross-sections (existing and proposed) for cut-throughs between two residential properties.

Figure 4.8 (a) - Existing Cross-section: Cut-through Sidewalk



Figure 4.8 (b) - Proposed Cross-section: Cut-through Bikeway

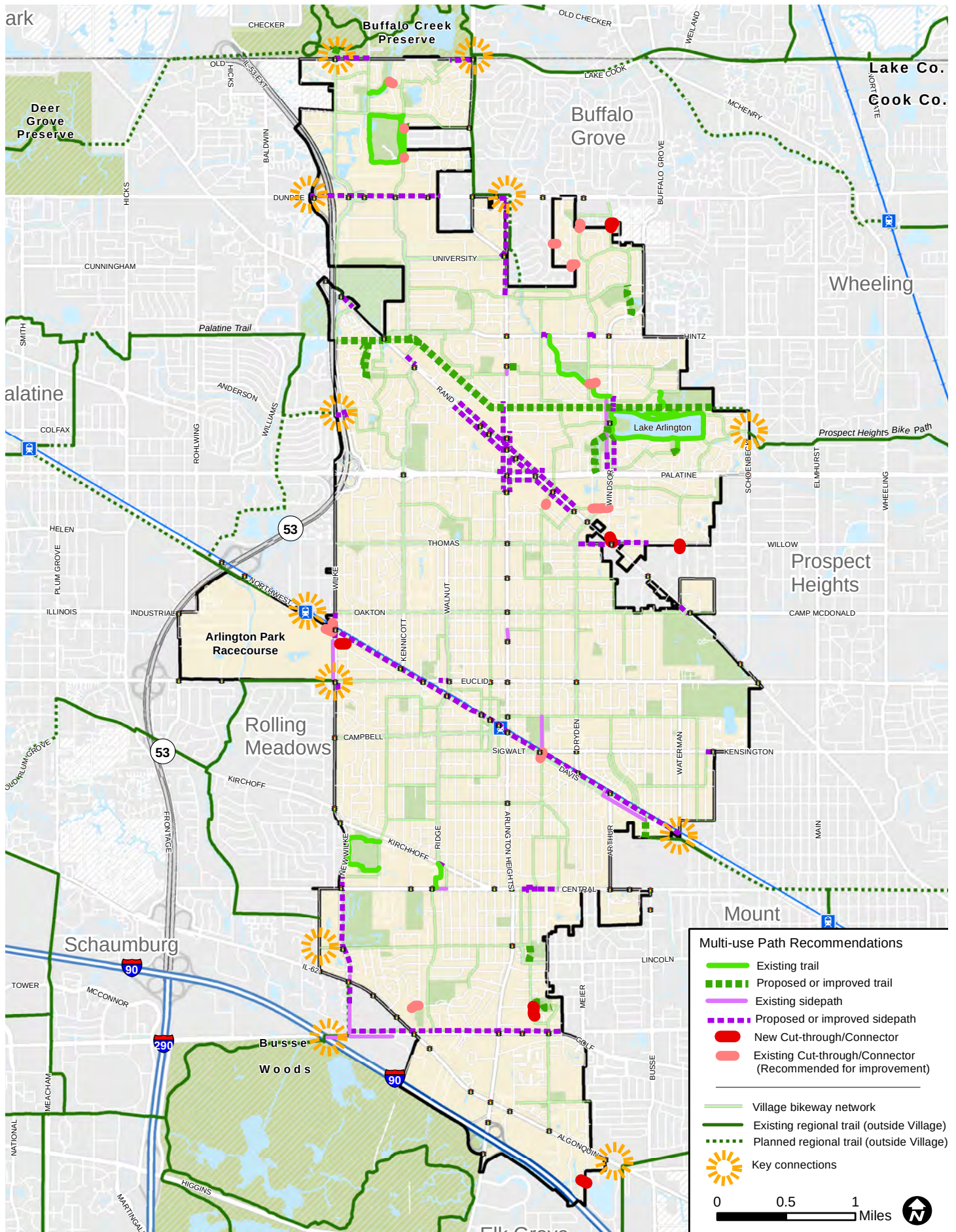


Multi-use Path Recommendations

Figure 4.9 shows all multi-use path recommendations – including trails, sidepaths, and cut-throughs and connectors. As is shown on the map, a number of these facility types already exist throughout the Village. While some of the existing paths may adhere to recommended design guidelines for each facility type, many do not. A medium- to long-term goal for the Village and the Park District, therefore, should be to improve and widen existing paths and sidewalks that form part of the bikeway network or that provide key access to it. Improved – as well as new – multi-use paths should be designed and constructed to meet the design standards provided for each facility type in order to safely and comfortably accommodate all users, including bicyclists. Reconstruction also provides the opportunity to ensure that shared-use paths comply with ADA requirements.

In addition to widening and related improvements, a commitment to path maintenance (crack-sealing, resurfacing, sweeping, plowing, vegetation control) is important. Off-street multi-use paths that serve as bicycle routes and connect to on-street facilities should include ramps at all access or transition points, which can accommodate the typical speeds, volumes, and angles of approach used by cyclists. In addition, bikeway signage should be installed, especially at points where off-street paths connect to on-street facilities and/or to regional trails at the Village border.

Figure 4.9 - Multi-use path recommendations



Trails

The plan identifies three high priority multi-use trail projects. One entails construction of a new trail in the ComEd ROW (north of Rand Road), while the remaining two involve access to existing, popular regional trails (Buffalo Creek and Busse Woods). These projects are recommended for mid- to long-term implementation. All involve roadway crossings that would include intersection improvements requiring more detailed engineering studies to implement.

Trail in ComEd ROW

We recommend that the Village pursue construction of a trail in the ComEd right-of-way, north of Rand Road, between Schoenbeck Road and Hintz/Rand Road. This trail was identified as a high priority by AH BPAC and other stakeholders. The trail is indicated on Arlington Heights 2014 Bikeways Map as a “Potential Bikeway” and also identified as a regional trail corridor in CMAP’s Regional Greenways and Trails Plan. This trail, while conceptually straight-forward and clearly of high value for regional connectivity, would entail significant investment on the part of the Village and should therefore be thought of as long-term in nature.

While the project would be eligible for funding under federal programs such as Transportation Alternative Program (TAP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), and Illinois Transportation Enhancement Program (ITEP), the Village would likely need fund for Phase 1 engineering and/or the 20 percent local match for construction costs, as well as obtain a lease or easement from ComEd. The state ITEP program could be a potential source of funding for Phase 1.

The eastern end of the proposed trail would connect to the Lake Arlington (loop) Trail and to the Prospect Heights Bike Path. At its western end, it would connect to the Palatine Trail. Both the Prospect Heights Bike Path and the Palatine Trail utilize the same ComEd ROW as is proposed for the Arlington Heights trail. These existing facilities constitute major regional trails that provide access to multiple communities, destinations, and other regional bikeways, and serve both recreational and transportation purposes. The proposed ComEd trail in Arlington Heights would, therefore, fill a major “gap” in the regional network. Within the boundaries of Arlington Heights itself, the proposed trail would provide a cross-Village route linking numerous parks, schools, neighborhoods, commercial areas (along and near Rand Road), as well as other existing and proposed bikeways.

As illustrated in **Figure 4.10**, the ComEd trail will involve crossings (either at-grade or separated) of several major and minor roads; each crossing will need to be carefully analyzed and engineered to ensure the safety and comfort of all trail users.

Figure 4.10 - Trail in ComEd ROW



Buffalo Creek Preserve Trail Access

There is currently no safe and convenient crossing of Lake Cook Road for cyclists utilizing the popular Kennicott (framework) bike route to access the Buffalo Creek Forest Preserve, its trail, and/or points further north and west. This route is very popular with cyclists and was identified as a high priority project by the Arlington Heights Bicycle Club and other bicycling (and pedestrian) stakeholders. Existing conditions are illustrated in **Figure 4.11**.

We recommend that the Village work with the Cook County Department of Transportation and Highways (DOT), which has jurisdiction over Lake Cook Road in this area, and the Lake County Forest Preserve District, in order to identify and implement a safe crossing and connection to the Buffalo Creek Preserve, either at the existing signalized intersection (Wilke and Lake Cook Road) or at Schaefer Road, where many cyclists currently, and with substantial risk, cross Lake Cook Road in order to access Buffalo Creek Preserve and points beyond.

The simplest, preferred option for achieving this connection would be to relocate the signal from Wilke to Schaefer Road, installing bicycle-friendly actuation and other related safety treatments at the new signalized intersection. This option would require approval and programming by Cook County DOT and IDOT, with input from Lake County DOT and surrounding municipalities.

Other options for creating this connection include:

- Installation of a Pedestrian Hybrid Beacon (PHB) at Schaefer Road. Note that additional associated safety treatments should be included as part of PHB installation, including, if feasible, a raised center median.
- Creation of a multi-use path connection at the existing signalized intersection (at Wilke). This connection could take the form of a trail running from the north side of the intersection to the existing Buffalo Creek Trail, or of a sidepath, on the north side of Lake Cook Road, running from the the intersection back to the Schaefer Road bikeway.
- Installation of a new signal at Schaefer Road, while maintaining the existing signal at Wilke. This, and other options, would require an engineering study to determine impacts and feasibility. The distance between Wilke and Schaefer Raods is approximately 0.25 miles. Nearby signals, approximately 2 miles east along Lake Cook Road at McHenry and Buffalo Grove Roads, are spaced 0.14 miles apart.

Conceptual illustrations of these options are provided in **Appendix C**.

Figure 4.11 - Existing conditions at Wilke/Schaefer and Lake-Cook Roads



Busse Woods Trail Access

A safe and convenient bicycle route from the Village of Arlington Heights to the Busse Woods Trail was identified by the BPAC, the Arlington Heights Bicycle Club, other stakeholders, and the public at large as a high priority. The trail's regional importance as both a recreational amenity and a transportation facility, the access it provides to key destinations, and its popularity with Arlington Heights residents and bicyclists emerged clearly during the existing conditions analysis and public engagement processes. The primary trailhead serving Arlington Heights residents is located just outside the Village, in Rolling Meadows, at the southwest corner of Golf and Wilke Roads. The plan recommends, therefore, that the Village work with the City of Rolling Meadows – as well as IDOT, who has jurisdiction over both Golf and Algonquin Roads – to create this connection, which would increase safe access to shopping and dining destinations.

The preferred option for this connection entails extending the existing signed on-street bike route along Fernandez Avenue south to Golf Road.

From there, the existing sidewalk along the north side of Golf would be widened and improved to bikeway standards (eight to ten foot wide sidepath) to the intersection of Golf and Wilke, where the Busse Woods Trail begins. Several crossings of major roads (Algonquin, Golf, and Wilke) and shopping center entrance drives would need to be improved in order to increase safety, visibility, and wayfinding for cyclists (and pedestrians). Information on design guidance and best practices for the accommodation of shared use paths at signalized intersections can be found in **Appendix D**. Examples/photographs of bicycle and pedestrian accommodation at intersections of large, multi-lane, high-speed, high-volume roads are provided in **Appendix E**. **Figure 4.12** illustrates the proposed route and improvements. An alternative route (also shown in **Figure 4.12**) would entail construction of a new trail in the Kingsbridge Arboretum.

Other potential options for providing bicycle access to the Busse Woods trailhead at Golf and Wilke are discussed in **Appendix F**. All options – including the preferred option presented above – will require study by engineers in order to determine potential trade-offs (in traffic flows), safety concerns, and costs. Planning-level analysis indicates that the preferred option may be the least costly and most feasible of alternatives.

Figure 4.12 - Proposed bike route to Busse Woods trailhead



Sidepaths

Sidepaths are recommended along several arterial corridors, including Golf Road, Northwest Highway, and Dundee Road (indicated in the Northwest Municipal Conference “2010 Bicycle Plan”), as well as for segments of Windsor, Wilke, Rand, and Arlington Heights Roads in the “Triangle District”. Relatively short segments of sidepath, that provide a connection (at crossing locations of larger, high-volume roads along framework bicycle routes) or a spur route to important destinations that can otherwise be reached by bicyclists only by riding on sidewalks are also recommended. **Appendix G** provides detailed information on additional sidepath recommendations not illustrated here.

The majority of proposed sidepaths are located along IDOT and Cook County roads. At least two – Windsor Drive and Wilke Road – are under local jurisdiction, while Kirchhoff and Old Arlington Heights Roads are under joint state/local jurisdiction. Prioritizing and advancing sidepath construction along roadways under IDOT and Cook County jurisdiction is a challenge since these agencies control the right-of-way and the programming of projects on their facilities. It should be noted, however, that both the state and Cook County have adopted Complete Streets policies, which express a commitment to designing and constructing roads and associated rights-of-way to accommodate all roadway users in all projects they undertake.

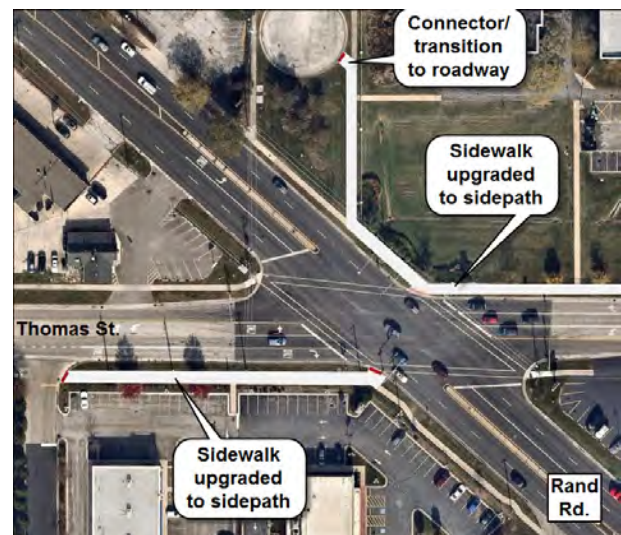
Because most of the roads, along which sidepaths are recommended, are under IDOT or Cook County jurisdiction, the Village should actively monitor these agencies’ multi-year programs and, when projects are being planned or advanced, the Village should work closely with these agencies’ staff to ensure that sidepaths are included in project scoping and design. The Village should initiate discussions with IDOT and Cook County regarding state and county roads along which sidepaths are prioritized. That discussion should include the identification of locations where there is need for safer, more visible pedestrian and bicycle crossings, as well as what potential treatments

and designs would be most effective for achieving pedestrian and bicycle safety, mobility, and access (at signalized, stop-controlled, and uncontrolled intersections). It should be noted that when reconstruction of a roadway corridor is programmed, sidepaths of suitable width with protective buffers may be achieved by narrowing travel lanes or by a reduction in the number of lanes.

Beyond issues related to roadway jurisdiction, the feasibility and the cost of upgrading sidewalks to sidepaths or of constructing new sidepaths can be significantly influenced by the need for right-of-way acquisition, utility relocation, removal of trees and other vegetation, stormwater management, and environmental mitigation. For this reason, feasibility studies or preliminary engineering, as well as public outreach and engagement targeted at affected property owners, must be carried out for each project in order to determine all constraints, trade-offs, and costs.

Figure 4.13 illustrates the recommendation for upgrading sidewalks along Thomas Street at Rand Road to sidepaths, as well as creating a new cut-through connection from an existing cul-de-sac (to improve bicycle and pedestrian access to John Hersey High School, located just east of the intersection).

Figure 4.13 - Sidepaths and connector at Thomas and Rand (in Arlington Heights and Prospect Heights)



Sidepaths at Uncontrolled Crossings

A significant number of proposed sidepaths consist of fairly short segments located along framework bicycle routes. These sidepaths can be achieved by upgrading existing standard sidewalks and are designed, in most cases, to provide safe access from an (improved) bicycle and pedestrian crossing location (over multilane, high-volume, high-speed roads) to the low-volume neighborhood streets along which the framework bicycle route continues. Some of the proposed sidepaths lead cyclists to signalized intersections in order to safely cross a busy road; others lead to uncontrolled crossings. In cases of the latter, short sidepath installations are typically combined with the construction of a raised center median to increase the safety of the crossing. At such locations, additional safety treatments, including the installation of a pedestrian hybrid or rectangular rapid flashing beacon, enhanced crosswalk markings, and appropriate warning, regulatory, and wayfinding signage are typically required. Conceptual illustrations of recommendations for two locations, along Hintz Road and one along Central Road, are provided below (*Figures 4.14 to 4.16*).

Figure 4.14 - Sidepath (and center refuge island) on Hintz at Brighton/Windsor



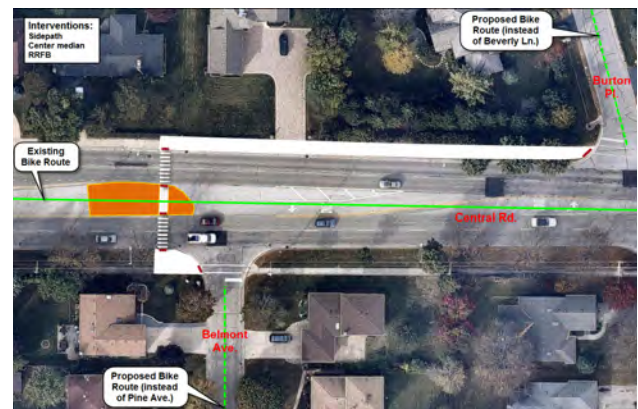
Hintz at Brighton-Windsor - Sidepath on south side, with raised center median (Note: See Appendix H for illustration of alternate design concept, with sidepath along north side of Hintz).

Figure 4.15 - Sidepaths (and center refuge island) on Hintz at Bradford/Vista



Hintz crossing at Vista-Bradford

Figure 4.16 - Sidepath (and center refuge island) on Central at Belmont/Burton



Central at Burton-Belmont - Sidepath on north side, with raised center median (Note: See Appendix H for illustration of alternate design concept, with sidepath along south side of Central).

Triangle District

A number of sidepaths are proposed in the Triangle District (the area formed by the intersections of Arlington Heights, Palatine, and Rand Roads). All proposed sidepaths would be created by widening existing standard-width sidewalks. ADA-compliance should be adhered to in all new construction and in retrofits. Triangle District improvements (sidepaths and associated intersection improvements) were identified by the BPAC as a high priority, with a goal of creating safer, more convenient bicyclist and pedestrian access to this busy commercial area.

The challenges that the Triangle District presents to bicyclists and pedestrians are the result of development patterns (large, auto-oriented “strip style” shopping centers) and the nexus of wide, high-speed, high-volume roads (conditions similar to those found in the southern part of the Village where Golf, Algonquin, and Arlington Heights Roads converge). For pedestrians, the main issues are safe crossings of arterial roads and ADA accessibility. For cyclists, the main issue is lack of comfortable routes to, from, and within the Triangle area (which do not utilize the existing standard-width sidewalks). While the construction of accessible sidepaths and improved crossings will address these key issues, wayfinding signage and bicycle detection technology at signalized intersections along bicycle routes leading to the Triangle area are also important. For more information on bicycle detection technology, see *Appendix I*.

The locations of proposed sidepaths are determined by the need to connect existing or planned bikeways on lower volume, lower speed local streets to the retail area bounded by large, busy arterials that are not suitable for on-street cycling. The installation of sidepaths should be accompanied by bicycle- and pedestrian-friendly intersection improvements and by new or improved wayfinding signage. (For additional information on typical intersection improvements, see the section on intersection improvements, below, as well as *Appendix A*. More information on bikeway signage is provided in the section on signed bike routes).

Taken together, the proposed sidepaths and associated intersection improvements in the Triangle District represent a substantial, long-term investment. Engineering analysis would need to be undertaken to determine the feasibility and cost of widening the sidewalks to sidepaths. Existing landscaping, trees, signage, property encroachments, utilities, drainage infrastructure, and other roadside infrastructure and appurtenances may need to be moved, removed, or may in some other way be affected by the construction of sidepaths. *Figure 4.17* schematically illustrates the suggested improvements in the Triangle District.

Figure 4.17 - Triangle District improvements



Kennicott and Palatine

Sidepaths (new and upgraded existing sidewalks), together with associated intersection improvements, are also recommended along Kennicott Avenue at Palatine Road. This intersection is on the popular segment of the Kennicott bicycle framework route and is currently signed as a bike route (although signage is lacking in places, in poor condition in others, and does not consistently provide destination or distance information). This crossing was identified as a major barrier by the BPAC. The challenges to creating a safe crossing here are compounded by the width of Palatine Road, signal timing, lack of sidewalks (and signal actuation) on the west side of Kennicott, and the presence of service roads and ramps.

The proposed design concept calls for sidepaths to be constructed on the east and west sides of Kennicott (at Palatine Road). **Figure 4.18** provides a schematic illustration and **Figure 4.19** provides a more detailed version of this concept, with additional safety treatments (widened center medians on Palatine Rd, raised corner (“pork chop”) islands, additional high-visibility crosswalks on the north and south legs and at the ramps to/from the frontage roads).

Examples of large, arterial intersections where similar design treatments and concepts (aimed at accommodating bicyclists and pedestrians) are provided in **Appendix E**.

Figure 4.18 - Kennicott-Palatine improvements

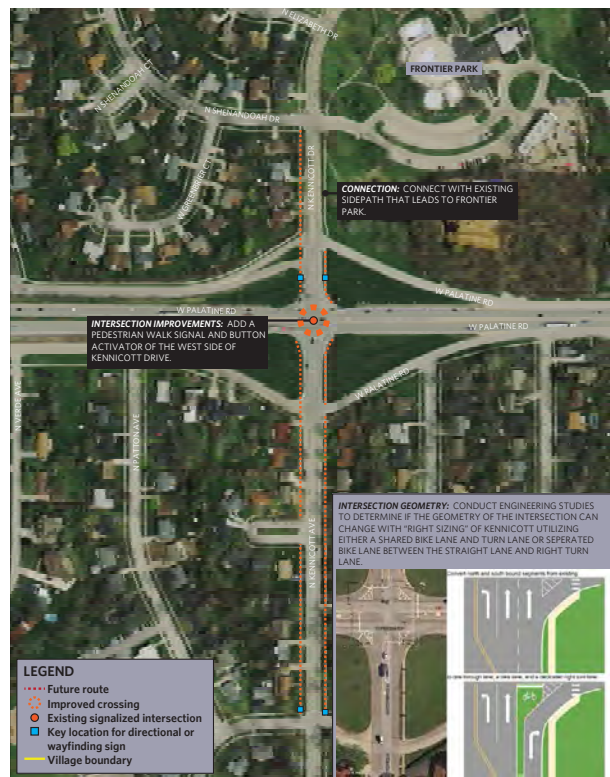


Figure 4.19 - Sidepaths on Kennicott at Palatine



Two alternative design concepts for this intersection, both of which maintain an on-road position for cyclists traveling along Kennicott, are shown in **Figures 4.20 and 4.21**. One concept utilizes green-backed sharrow markings, while the other calls for buffered bike lanes, on approaches, with bike lane markings continuing through the intersection. Room for the buffered bike lanes is created by eliminating one of the two through-lanes in each direction on Kennicott (i.e. through implementation of a road diet on the approaches to Palatine Road).

A road diet at this location appears to be feasible, given the low ADT (2,600 to 3,700) and the fact that Kennicott narrows to a two lane road beyond this intersection, although an engineering study would need to be undertaken to determine feasibility. Both design concepts include installation of sidewalks on the west side of Kennicott, as well as other improvements to increase the safety and comfort of both bicyclists and pedestrians. Both sidepaths and on-street bikeways at this location would help to accommodate cyclists of differing abilities and levels of confidence.

Figure 4.20 - Sharrows at Kennicott and Palatine



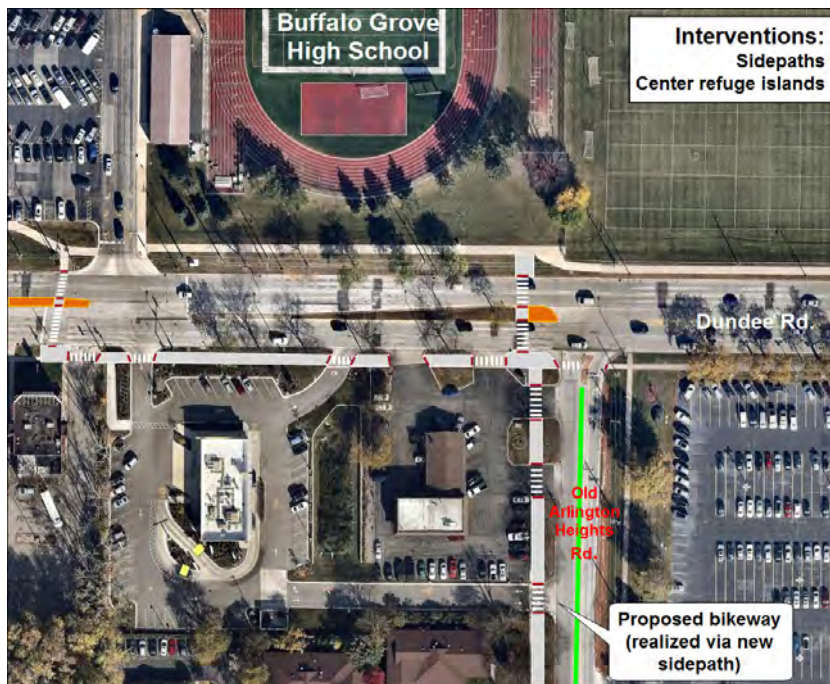
Figure 4.21 - Buffered bike lanes at Kennicott and Palatine



Sidepaths to Key Destinations

Other proposed sidepaths and associated crossing treatments are intended to provide safer bicycle and pedestrian access to important destinations along key bikeways. An example is the recommendation to widen – and fill the gaps in – existing sidewalks on Old Arlington Heights and Dundee Roads (and improve crossings) near Buffalo Grove High School (*Figure 4.22*). *Figure 4.13*, located on page 57, illustrates another such example along Thomas Street, near John Hersey High School.

Figure 4.22 - Proposed sidepaths and crossing islands at Dundee and Old Arlington Heights Road



Cut-throughs and Connectors

Several new cut-throughs and connectors are recommended, as well as improvements to existing connectors located along current or proposed bicycle routes (primarily, along framework routes). The Village should prioritize cut-throughs, connectors, and transitions along the framework bicycle routes.

Clarence to Windsor (at Dryden)

High priority should be given to the improved cut-through at Dryden and Windsor (illustrated to the right, *Figures 4.23 and 4.24*), due to the popularity of this north-south route and the destinations it serves.

A number of proposed improvements would consist primarily of the installation curb ramps designed to accommodate bicyclists (as well as pedestrians) at the transition points between on-street bike routes and off-street multiuse trails and paths. Generally, improvements to existing cut-throughs and connectors will consist of widening, wherever feasible, standard sidewalks to eight to ten feet in width, together with installation of bike-friendly ramps, bike route signage, and (where needed) enhanced pedestrian-scale lighting. Some connectors and cut-throughs may also be part of larger intersection or spot improvements, which are discussed in the following section.

Figure 4.23 - Existing conditions at Dryden and Windsor



Figure 4.24 - Propose bikeway connection at Dryden and Windsor



Nichol Knoll Park Transitions

Another high priority project and one that should be relatively easy and low cost is the improvement of the transitions between Kennicott Avenue and the multi-use path in Nichol Knoll Park (illustrated below, **Figures 4.25 and 4.26**). This location is along a framework route segment and, at present, the transitions between the on-street bikeway and the off-street path are not constructed to bikeway standards and are difficult for cyclists to navigate. The Village reports that a transition ramp at the north end (illustrated to the right) has been constructed.

Arlington Park Metra Station

High priority should also be given to the provision of convenient bicycle access to the Arlington Park Metra station at the southwest corner of Wilke and Northwest Highway. This connection is discussed in Appendix F in relation to multiuse paths and bikeways routed through parking lots. As noted there, the Wilke-Northwest Highway intersection is currently being reconstructed by IDOT. The Village should work with IDOT designers to ensure that this important access point accommodates persons arriving at the station by bicycle, as well as on foot.

Figure 4.25 - Concept for transition at north end of Nichol Knoll Park Path



Figure 4.26 - Concept for transition at south end of Nichol Knoll Park Path



Douglas / UP Underpass

Another high-priority connector project involves improvements to the underpass beneath the UP-NW rail line, between Davis and Northwest Highway at Douglas Avenue. Improvements to this location were identified by the BPAC as one of six high-priority projects. Various – in some cases interdependent – potential treatments for this location are illustrated below. Short-term, the installation of bicycle-friendly curb ramps on both the south and north sides, convex mirrors at the entrances to allow users to see around corners, signs indicating that cyclists should dismount, and other warning, regulatory, and wayfinding signage should be installed. Medium-term, an enlarged queuing area on the north side at the signalized crossing of Northwest Highway / Kensington Road should be constructed.

Figure 4.27 - Proposed improvements at south end of RR underpass

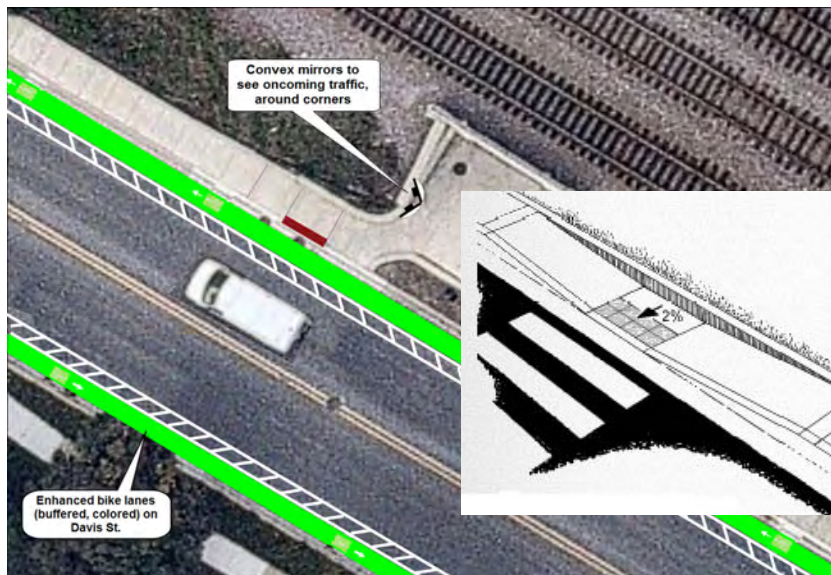
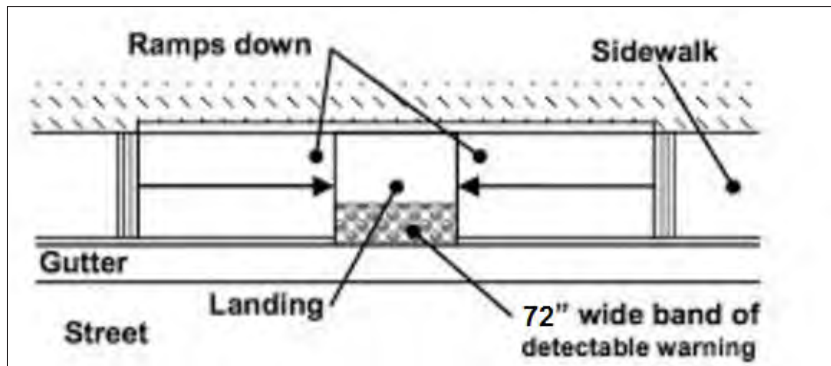


Figure 4.28 - Federal Highway Administration (FHWA) guidance on ADA-compliant parallel curb ramps



Over the long-term, the complex intersection of Northwest Highway, Kensington, and Douglas should be analyzed and improved to provide easier access for bicyclists using the Douglas street sidepath and for the large volumes of pedestrians and bicyclists who are present at rush hours. One potential design concept includes installation of a new bicycle and pedestrian crossing on the west leg, “extending” the existing sidepath along Douglas directly across the intersection to an enlarged landing and queuing area on the north side of the underpass. This concept would likely involve a new signal phase, which would require actuation (either manual or automated). The Village should also consider enlarging the raised medians and other curbside waiting areas at this intersection, along with other treatments, to improve pedestrian and bicycle safety (*Figures 4.29 and 4.30*).

The underpass at Douglas/Davis and the UP-NW rail line is a good example of a situation when a cut-through (and/or associated multi-usepaths) needs to accommodate significant numbers of both pedestrians and bicyclists. Both signage and on-pavement markings can help clarify that the route is used by both cyclists and pedestrians and indicate regulations and/or positioning for different users (when space allows). See *Figure 4.30*. Such treatments are most appropriate for relatively short segments of pathway where no feasible alternative for providing separate facilities exists.

Figure 4.29 - Intersection improvement concept at north end of RR underpass

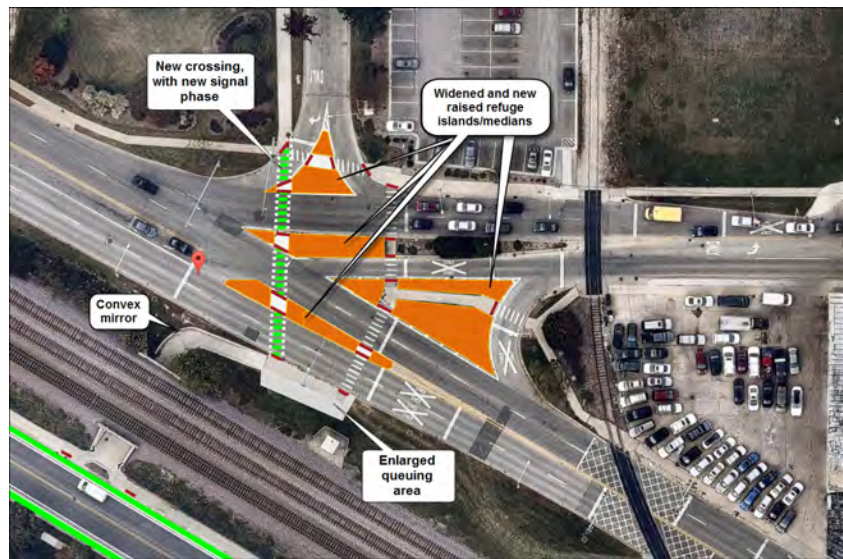


Figure 4.30 - Shared space for bicycles and pedestrians



Other Cut-throughs and Connectors

Figures 4.31 and 4.32 illustrate design concepts for upgrading existing connectors or cut-throughs from Dorothy Ave. / Charles St. to Town & Country Shopping Center and between Harvard Ave. and Creekside Park.

Figure 4.31 - Dorothy Ave. / Charles St.: Existing and proposed



Figure 4.32 - Harvard Ave. / Creekside Park: Existing and proposed



Sidewalk Definitions and Design Guidelines

Sidewalks and crosswalks are the most basic pedestrian facilities. Sidewalks or walkways provide pedestrian access to adjacent areas. Sidewalks of standard width (five feet) should not be considered or designated as bikeways. Arlington Heights has approximately 393 miles of sidewalks, allowing residents and visitors to walk between homes, places of employment, and other amenities. In general, sidewalks have been constructed within the street right-of-way on both sides of the street throughout most of the Village.

Crosswalks are defined as the marked or unmarked extension of the sidewalk or shoulder where pedestrians cross a vehicular way. At intersections, crosswalks may be marked or unmarked but mid-block crosswalks must be marked (for pedestrians to have the right-of-way).

Design Guidelines

Arlington Heights' Municipal Code (Section 20-107) outlines the conditions under which installation of sidewalks is required in order to receive a building permit. Sidewalks are required along all designated thoroughfares and as part of all development, except in cases where 80 percent of all lots within 600 feet are already developed and the general pattern of development in the area does not include sidewalks.

Village code also specifies elements related to sidewalk design. Sidewalks are required, to the extent possible, to be a minimum of four feet from the roadway curb and a minimum of five feet in width. The Code also states that if a development is located in an area where sidewalks are greater in width than five feet, then the new sidewalk shall be constructed to conform with the greater width.

Figure 4.33 - Sidewalk Zone System



1. Frontage Zone, 2. Pedestrian Through Zone, 3. Street Furniture/Curb Zone, 4. Enhancement/Buffer Zone

Source: FHWA

Best practice in sidewalk design calls for an approach referred to as the “sidewalk zone system.” This approach treats the area between the edge of the roadway and edge of the right-of-way as its own “corridor,” dividing it into four zones to ensure that pedestrians have a sufficient amount of clear space to travel (see *Figure 4.33*). For more information on the sidewalk zone system, see *Appendix J*.

Cross-sections

Figure 4.34 shows typical cross-sections (existing and recommended) for sidewalks (on Clarence Avenue). *Figure 4.35* illustrates the existing and recommended cross-section for Wilke Road, between Kirchhoff and Orchard, where a new sidewalk on the west and a sidepath (upgraded from an existing sidewalk) on the east is recommended.

Figure 4.34 (a) - Existing Cross-section: Clarence Ave.



Figure 4.34 (b) - Proposed Cross-section: Clarence Ave.

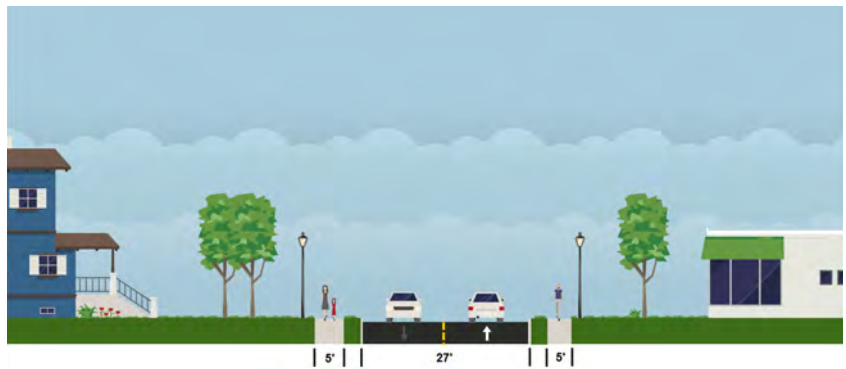


Figure 4.35 (a) - Existing Cross-section: Wilke Rd.

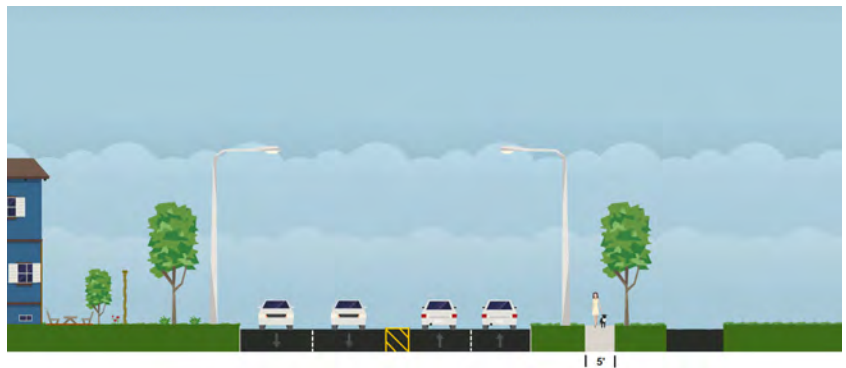


Figure 4.35 (b) - Proposed Cross-section: Wilke Rd.



Sidewalk Recommendations

Overall, the Village has very good sidewalk coverage. The majority of existing sidewalks are of sufficient width and are buffered from moving vehicles by the existence of a planted buffer strip. The main issues uncovered through outreach and field surveys are poor pavement condition and encroachment of vegetation. The Village should undertake a GIS-based survey and inventory of sidewalk pavement conditions and vegetation encroachment in order to address these issues in a systematic way.

Generally, Village areas that lack sidewalks are 1) older, often historic, residential neighborhoods where streets carry low volume, low speed traffic, and sidewalks are not in high demand (according to Village staff); 2) industrial areas (mostly in the far north and far south of the Village); and 3) automobile-oriented “big-box” or “strip” style commercial development, mostly in the south of the Village and along Rand Road. These last two area types not only lack sidewalks, but are also lacking the fine-grained street network that, together with sidewalks, contributes to walkability and bikeability. In these areas, it is recommended that the Village work with private property owners to develop safe, visible bicycle and pedestrian routes through the parking lots that are associated with large retail and industrial buildings in these areas.

High priority for installation of missing segments of sidewalks are along major arterials, roadways near parks, schools, and multi-family residential developments, and, broadly, where surrounding land use and the characteristics of adjacent streets and traffic point to the need for separated pedestrian facilities. In addition, improvements to existing substandard or insufficient sidewalks, and those in poor condition, should be prioritized at similar locations as well as where short segments of sidewalk function as a bikeway.

Examples of high priority locations are:

- Along Arlington Heights Road at Interstate 90, where no pedestrian way exists on either side of Arlington Heights Road;
- On the west leg of the intersection of Palatine Road and Kennicott Boulevard, where existing sidewalks end at the service road ramps;
- Various locations along Rand Road (where sidewalk installation should be combined with access management and improved crossings);
- On Wilke Road, near the Arlington Park Metra station;⁸
- On Olive Street, east of Dryden, where the narrow road provides access to commercial areas along Rand Road; and
- Along Central Road, near the Arlington Lakes Golf Club and the Army Reserve/Defense Contract Management Agency (DCMA).⁹

⁸ Improvements to the intersection of Wilke and Northwest Highway were made in 2015-16. Project scope consisted of intersection reconstruction and widening to add dedicated turning lanes, drainage improvements, sidewalk construction and traffic signal modernization.

⁹ Although we recommend sidewalk, a sidepath along Central would serve to implement a segment along the Northwest Municipal Conference Glenview/Central/Algonquin regional corridor.

Lower priority should be given to “infill” of short stretches of missing sidewalks in neighborhoods that otherwise are equipped with sidewalks, where a sidepath exists on one side of the road, and where adjacent land uses (cemeteries, golf courses, etc.) are not expected to generate significant numbers of pedestrian trips. We have not recommended installing sidewalks in residential neighborhoods that currently lack sidewalks, since the roads serving these areas are typically very low volume and low speed, and because of potential resistance by residents. However, should residents support the installation of sidewalks, we recommend that the Village pursue opportunities in these locations as well.

In places where sidewalks are placed directly adjacent to the curb and/or are of insufficient width, we recommend that the Village pursue strategies to provide a buffer area and/or to widen the sidewalks. The majority of locations where we find these conditions are along roads under IDOT jurisdiction. Many State routes in Arlington Heights have been widened over the years to the maximum extent possible, compromising the pedestrian environment. It is recommended that the Village work with IDOT on developing solutions to this problem as opportunities for reconstruction and/or simple restriping arise. Narrowing travel lanes in these areas – as well as reducing the number of lanes – is one way to acquire more space for buffer areas and/or wider sidewalks. Recent studies¹⁰ have demonstrated that 10-11 foot lanes, even on major arterial roads, are as safe – or even safer – than 12 or 12-plus foot lanes.

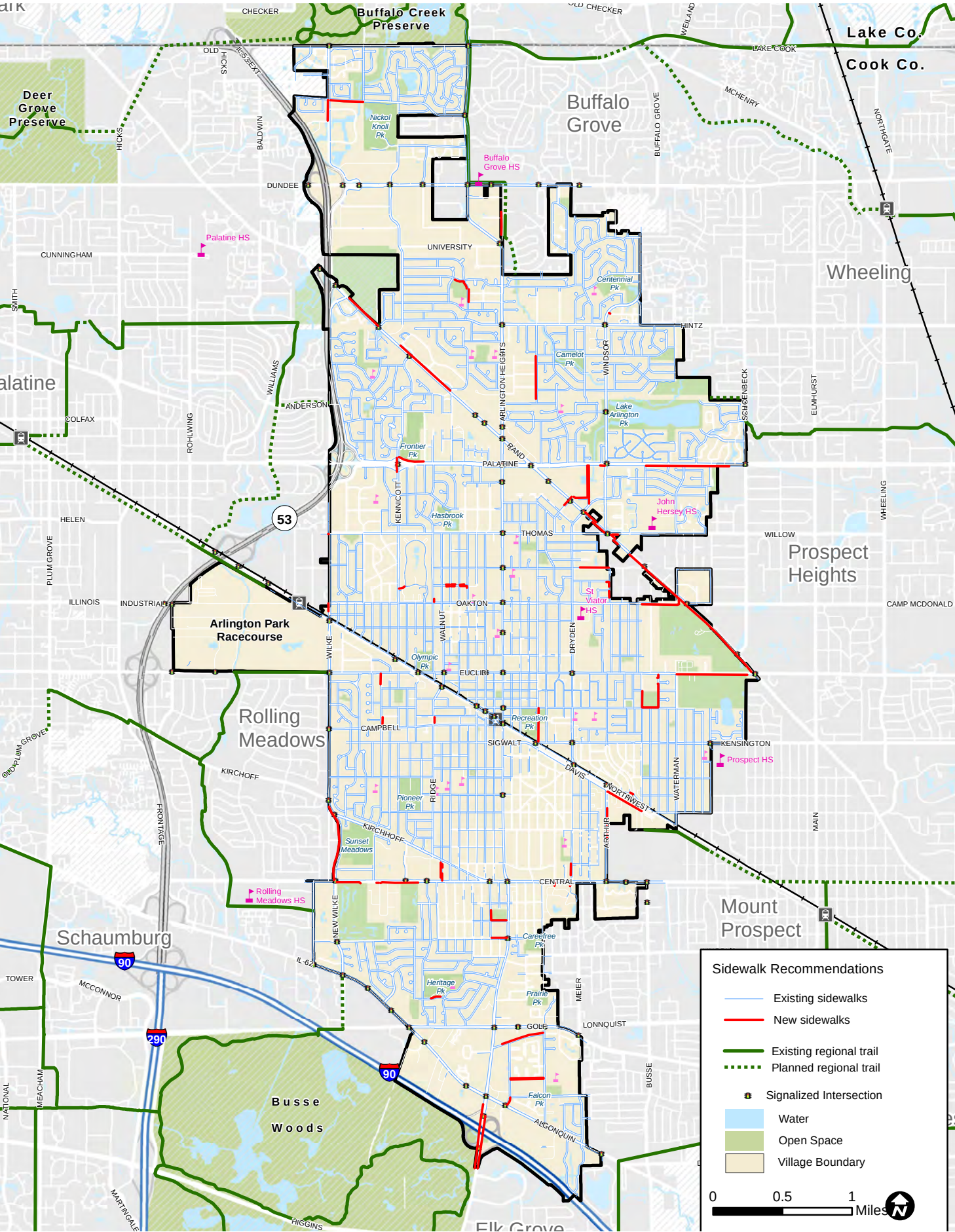
Figure 4.36 illustrates current conditions along Clarence Avenue (without sidewalks), and what it would look like with sidewalks installed. *Figure 4.37* shows priority locations proposed for sidewalk installation.

¹⁰ See Dewan Karim, “Narrower Lanes, Safer Streets” (https://www.academia.edu/12488747/Narrower_Lanes_Safer_Streets_Accepted_Paper_for_CITE_Conference_Regina_June_2015_). See also T. Petritsch, “The Influence of Lane Widths on Safety and Capacity: A Summary of the Latest Findings” (http://nacto.org/docs/usdg/lane_widths_on_safety_and_capacity_petritsch.pdf), and I. Potts, et al., “Relationship of land width to safety for urban and suburban arterials” (<http://www.smartgrowthamerica.org/documents/cs/resources/lanewidth-safety.pdf>). Finally, see Jeff Speck’s article, “Why 12-foot Traffic Lanes are Disastrous for Safety and Must be Replaced Now” (<http://www.citylab.com/design/2014/10/why-12-foot-traffic-lanes-are-disastrous-for-safety-and-must-be-replaced-now/381117/>).

Figure 4.36 - Clarence Ave., Existing and Proposed



Figure 4.37 - Sidewalk Recommendations



Bicycle Lane Definitions and Design Guidelines

Bike lanes – traditional, buffer- and-barrier-protected, and advisory – involve assigning dedicated space along a roadway for the use of cyclists. This fact distinguishes these facilities from other on-street bikeways (in which bicyclists share space with motor vehicles). While ADT, average speeds, parking utilization, and other operational characteristics of roadways proposed for bikeways are important factors for all types of facilities, the width of a roadway – curb-to-curb – is especially crucial for evaluating the feasibility of bike lanes. While planners and engineers can “gain” roadway (or roadside) width in a number of ways – including reducing the number of lanes (road diet), reducing the width of lanes (lane diet), and/or by removing parking – curb-to-curb width remains constant (unless a project includes road reconstruction, which is expensive and therefore rare).

Removing on-street parking is often difficult due to the resistance of residents and businesses. While comprehensive, detailed information on on-street parking regulations for all roads in Arlington Heights was not available, aerial photography (and Google Streetview) were used to identify, to the extent possible, current parking regulations and conditions. This exercise revealed very low utilization rates for on-street parking on the majority of the streets on which existing and proposed bikeways are located. It is recommended, therefore, that the Village consider the removal of on-street parking in a limited number of cases where the impact would be minimal and the importance of a bikeway corridor calls for such measures. A cross-section of a typical residential street in Arlington Heights shown with parking removed on one side – and another with parking removed from the one side on which it is currently allowed – are provided to illustrate the potential for creating space needed for traditional and, in the latter case, buffered bike lanes (*Figures 4.40 and 4.45*). Both streets are key framework bike routes. In addition to the typical cross-sections shown for each facility type, additional cross-sections illustrating potential on-street bikeways can be found in *Appendix K*.

The majority of the roads for which bike lanes (as well as other types of on-street bikeways) are recommended are undivided, two-lane streets (although some add turn lanes at major intersections). In order to assess general feasibility, the following guidelines (*Table 4.1*) on the roadway widths typically needed for different types of bike lanes are provided. Shared lane facilities do not have the same width constraints. Each bike lane type is matched to the widths generally required for roads with 1) no on-street parking, 2) parking on one side, and 3) parking on both sides. As stated above, comprehensive, detailed data on Village parking regulations was not available. It should be noted that widths (or rather ranges of widths) given here are “ideal” or typical. In specific situations, installation may be feasible with one or two feet less – or more – than is indicated.

Table 4.1 - Bicycle Facilities and Curb-to-Curb

BIKE LANE TYPE	TYPICAL WIDTH (CURB-TO-CURB)
Traditional Bike Lanes	
No Parking	30' - 36'
Parking One Side	38' - 44'
Parking Both Sides	46' - 52'
Buffered Bike Lanes	
No Parking	33' - 42'
Parking One Side	40' - 48'
Parking Both Sides	50' - 58'
Advisory Bike Lanes	
No Parking	26' - 29'
Parking One Side	34' - 37'
Parking Both Sides	41' - 44'

Traditional Bike Lanes

Traditional or standard bike lanes are a portion of the roadway designated for preferential use by bicyclists. The bike lane is delineated by a solid striped line or a dashed line (in merging zones). Bike lanes are appropriate on streets with moderate traffic¹⁸ and along major bikeway corridors. Like other on-street bikeway markings, bike lanes reinforce proper roadway etiquette, raise the visibility of bicyclists, and help both bicyclists and drivers behave predictably when sharing road space. Lanes can also increase the sense of safety for less experienced or confident cyclists, encouraging them to bicycle or to bicycle more often. Bike lanes can be enhanced by the use of green pavement, either for the length of the lane or in intersections and other conflict points.

Design Guidelines

The typical minimum width of a bike lane is five feet; six to seven foot lanes (or buffered bike lanes) are recommended for higher speed (and higher volume roads). On streets where the bike lane is adjacent to the curb (i.e. without parking), bike lanes can be as narrow as four feet from the curb face if there is no gutter (i.e. the full four feet is a smooth, rideable surface). Bike lanes are marked by a solid line separating the bike lane from adjacent travel lanes. Various designs and treatments exist for traditional and other bike lane types as they approach an intersection (discussed and illustrated in more detail later in this chapter).

Figure 4.38 - Traditional bike lanes



Cross-sections

Figures 4.39 and 4.40 illustrate current road conditions and potential or conceptual cross-sections for University Drive, Davis Street and other roads for which traditional bike lanes are recommended.

Figure 4.39 (a) - Existing Cross-section: University Drive



Figure 4.39 (b) - Proposed Cross-section: University Drive Bike Lane Concept

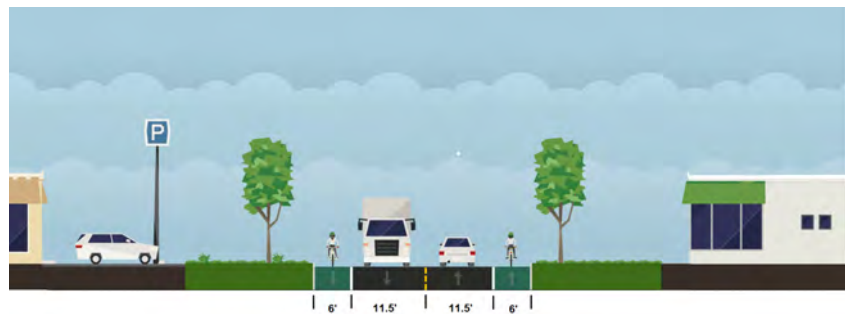


Figure 4.40 (a) - Proposed Cross-section: Davis Street Bike Lane Concept (On-street parking retained)

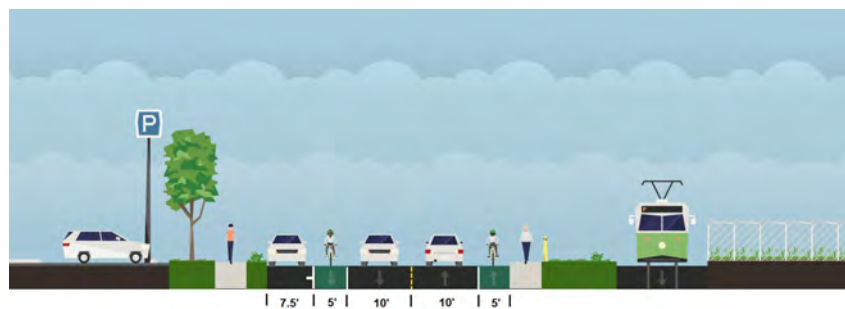
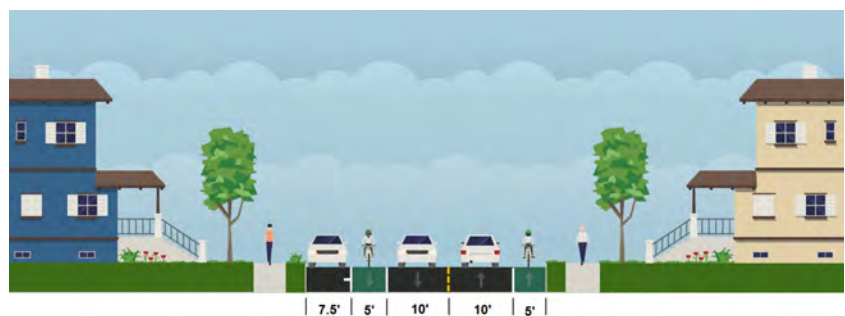


Figure 4.40 (b) - Proposed Cross-section: Thomas Street Bike Lane Concept (On-street parking removed on one side)



Buffer-protected Bike Lanes

Buffer-protected bike lanes use a painted (striped) buffer area to separate the vehicle travel and/or the parking lane from the bike lane. This buffer, typically one and one-half to three feet wide, provides additional separation to improve cyclists' comfort and safety on more heavily traveled arterial corridors. Buffer areas can be painted between the bike lane and the on-street parallel parking – to separate the bike lane from the door zone – and/or between the bike lane and the adjacent travel lane. Buffered bike lanes can also be enhanced by the use of green pavement, either for the length of the lane or at intersections and other conflict points.

Figure 4.41 - Buffered Bike Lane



Source: Active Transportation Alliance

Design guidelines

The combined width of the buffer(s) and bike lane should be considered “bike lane width,” with guidance for traditional bike lanes applying. However, buffered bike lanes are typically wider overall than traditional bike lanes. Where buffers are used, the bike lanes themselves can be narrower because the shy distance function – that is, space required to create a perception of a safe distance between cyclists and the passing cars – is assumed by the buffer. For example, a two-foot buffer and four-foot bike lane next to a curb is considered a six-foot bike lane. If a five-foot buffered lane is installed next to on-street parking, the buffer (two foot) should be between the lane and the parked cars to encourage bicyclists to ride outside of the door zone.

Figure 4.42 - Buffered Bike Lane (Green)



Source: Andrew Boone

Cross-sections

Figures 4.43 to 4.45 illustrate current road conditions and a potential or conceptual cross-section for Goebbert Road and other roads for which buffered bike lanes are recommended. Additional cross sections illustrating buffered bike lanes and other on-street bikeway facility types can be found in *Appendix K*.

Figure 4.43 (a) - Existing Cross-section: South Goebbert Road



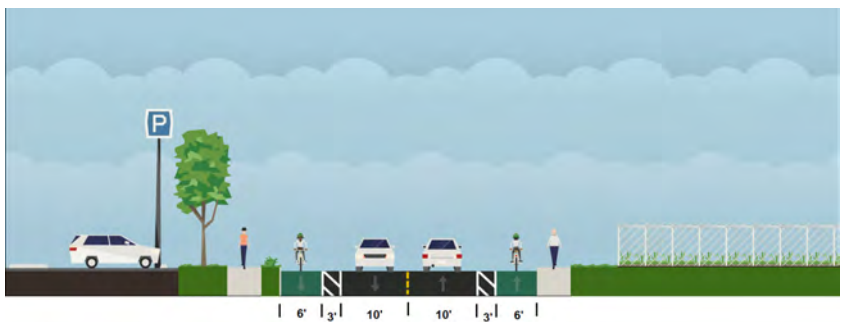
Figure 4.43 (b) - Proposed Cross Section: South Goebbert Road Buffered Bike Lane Concept



Figure 4.44 - Proposed Cross-section: Goebbert Road Buffered Bike Lane Concept (with bikeway signage)



Figure 4.45 - Proposed Cross-section: Davis Street Buffered Bike Lane Concept (on-street parking removed)



Advisory bike lanes

Advisory bike lanes (a.k.a. dashed bicycle lanes) are marked by dashed white lines on both sides of a two-way roadway, creating a single unmarked center lane for motor vehicles traveling in both directions. This unmarked center lane is purposefully designed to be slightly too narrow for cars moving in opposite directions to pass each other without one moving (partially) into the bike lane. When oncoming cars approach each other, one or both motorists move carefully into bike lanes to pass one another. Advisory bike lanes are typically installed on narrower roadways with two-way vehicle traffic, low volume, and very low speeds. They may be installed on roads with or without on-street parking and may include use of colored pavement.¹¹

Design Guidelines

Since advisory bike lanes are still subject to FHWA regulations governing experimentation, no formal design guidance or standards currently exist. However, studies have shown that advisory bicycle lanes appear to function best when the following operational and geometric conditions are present:

- Traffic volume is less than 6,000 ADT.
- Minimum lateral width of 16 feet for the center space between dashed bicycle lanes.
- The street is not a designated truck or bus route, nor would the street be expected to typically be used by these vehicle types.

Figure 4.46 - Advisory Bike Lanes



¹¹ Advisory bike lanes are not included in the current edition of the MUTCD and therefore require a permit for experimentation from FHWA. For more information on advisory bike lanes, see FHWA's website, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/dashed_bike_lanes.cfm. The City of Bloomington, IN has produced a handout describing advisory bike lanes, available at <https://bloomington.in.gov/media/media/application/pdf/16373.pdf>.

¹² More information can be found in FHWA's Separated Bike Lane Planning and Design Guide, at http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/, and NACTO's Urban Bikeway Design Guide, at <http://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/>. See also the Massachusetts DOT "Separated Bike Lane Planning & Design Guide," at <https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>.

Cross-sections

Figure 4.47 illustrates current road conditions and a potential or conceptual cross-section for Oakton Street and other roads for which advisory bike lanes are proposed. **Figure 4.48** illustrates a concept, in plan view, for advisory bike lanes on Hintz Road, with on-street parking retained. The cross-section would entail two seven-foot parking lanes, two six-foot advisory bike lanes, and a single 15-foot travel lane. Additional cross sections illustrating advisory bike lanes and other on-street bikeway facility types can be found in **Appendix K**.

Separated, or barrier-protected, bike lanes (a.k.a. cycle tracks) are bike lanes that are physically separated from vehicle traffic by a curb, parked cars, a rail, bollards, poles, or other element. Although they are not specifically called for in this plan, they may be feasible and appropriate in some locations, long-term, including those where buffered bike lanes are recommended.¹²

Figure 4.47 (a) - Existing Cross-section: Oakton Street



Figure 4.47 (b) - Proposed Cross-section: Oakton Street Advisory Bike Lane Concept

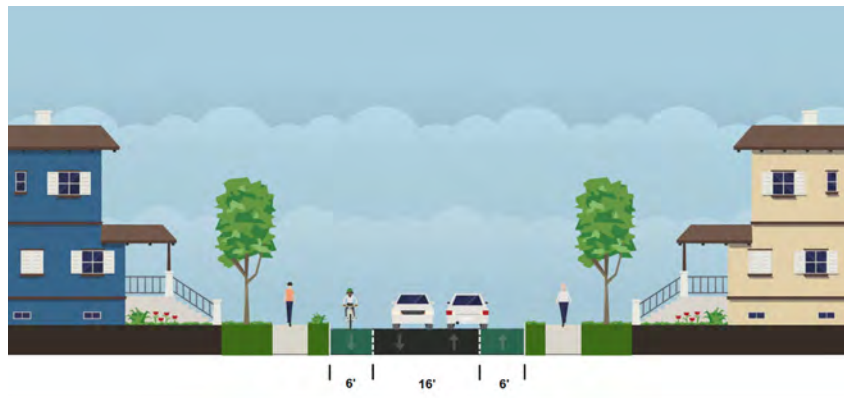
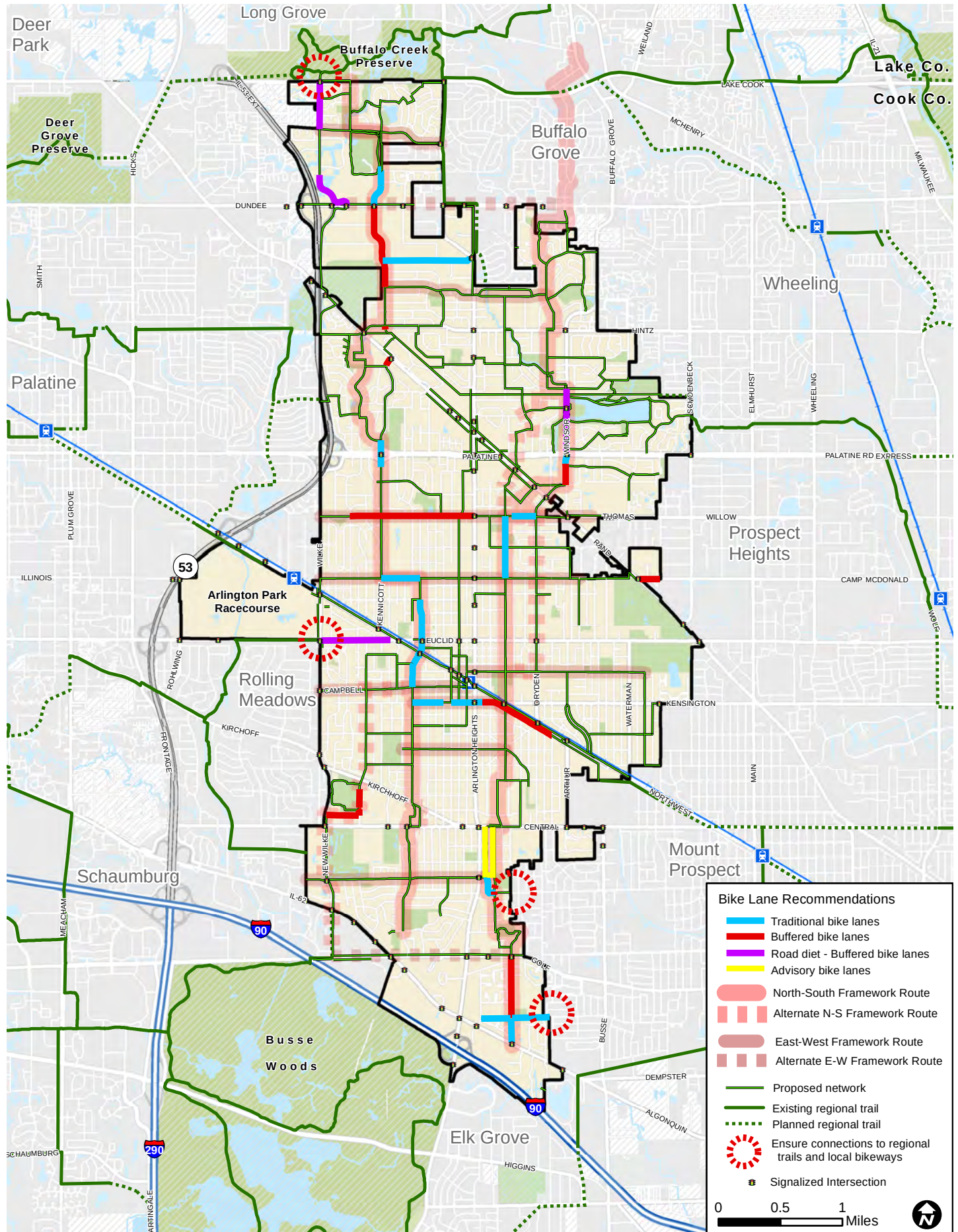


Figure 4.48 - Proposed Cross-section: Hintz Road Advisory Bike Lane Concept



Figure 4.49 - Bike Lane Recommendations and Framework Bicycle Routes



Bicycle Lane Recommendations

Overall Network

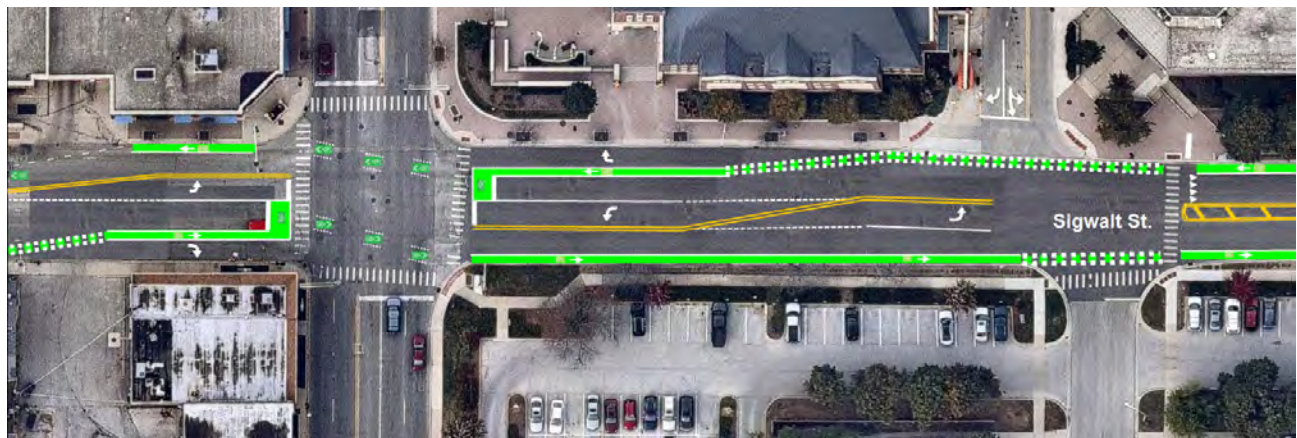
Figure 4.49 shows all bike lane recommendations by facility type, along with the framework routes (highlighted). In general, priority should be given to facilities along the framework bicycle routes. These include traditional and buffered lanes along Kennicott, Windsor, Thomas, Douglas, Oakton/Camp McDonald, Walnut, Ridge, Sigwalt, Belmont (or Pine), and Goebbert Road. In addition, University and Falcon Drives may offer relatively easy-to-achieve bike lane projects, given current roadway characteristics and surrounding land use. Several locations are proposed for road diets, which are discussed in more detail below. Intersection treatments at major crossing locations are an important part of achieving a safe, low-stress bikeway network. Examples of these treatments are discussed and illustrated below in the section on intersection and spot location improvements.

Davis/Sigwalt Bike Lane

Currently, the only existing bike lane in the Village is on Davis/Sigwalt Streets between Belmont and Cleveland Avenues. On the southwest side of Davis, however, between Bristol Lane and Cleveland Avenue, this bike lane becomes a 10.5-11 foot shared bike-parking lane.

Between Pine and Bristol Lane, the existing bike lanes are approximately four feet wide, while the adjacent travel lanes are 14-15 feet or more. This section (Pine to Bristol) should be reconfigured with narrowed travel lanes and wider, buffered bike lanes, roughly as illustrated in a cross-section drawing of Davis (“Davis (& Sigwalt), Pine to Cleveland”) in **Figure 4.45** (five and one-half to six-foot bike lanes; three-foot buffers; ten-foot travel lanes). In the segment from Bristol to Cleveland, buffered bike lanes could be maintained if the on-street parking, which appears to be highly underutilized, is removed. However, if parking remains (on the southwest side of Davis), then the roadway should be reconfigured as shown in **Figure 4.40** (seven and one-half-foot parking lane; five-foot bike lanes; 10’ travel lanes). Bike lanes may continue into the downtown area along Sigwalt to Ridge, with the exception of one block, between Vail and Highland, where existing on-street parking on the north side would entail the implementation of shared lane markings. **Figure 4.50** illustrates the conceptual bike lane treatment for Sigwalt Street between Pine and Arlington Heights Road. Bike lanes are achieved here by narrowing travel lanes and clarifying lane positions. The design includes through-intersection shared lane markings and bike boxes at Arlington Heights Road.

Figure 4.50 - Conceptual design for bike lanes along Sigwalt/Davis at Arlington Heights Road



Goebbert Road

Goebbert Road, from Golf to Falcon Drive, was identified by the BPAC as a high priority corridor for the installation of an on-street bicycle facility. The corridor serves as the southern segment of the Dryden/Douglas north-south framework route and provides unique access to single- and multi-family residential developments, the Forest View Education Center, Robert Morris University Gym and Stadium, the Forest View Racquet & Fitness Club, and other destinations in the southeast part of the Village. It also provides an important connection, via the proposed bikeway on Falcon Drive/Willow Lane, to the Village of Mount Prospect and to the Kopp/High Ridge Knolls Park Trail.

Goebbert Road's current configuration consists of a two-lane roadway, approximately 38 feet wide, with a posted speed of 25 mph and low ADT. On-street parking does not seem to be allowed, or – if it is – it appears to be highly underutilized. Given these characteristics, and its importance as a proposed framework route, it is recommended that the Village study the feasibility of installing buffered bike lanes along Goebbert from Golf to Falcon Drive, and traditional bike lanes from Falcon to Algonquin. Traditional bike lanes are also recommended on Falcon Drive, from Tonne to the Village border at Tamarack Drive. This proposal is illustrated in **Figure 4.51** (and in **Figures 4.43 and 4.44**).

Road Diets

Road diets are recommended as a potential treatment in three key locations. The reconfiguration that is proposed in all three cases is a reduction in the number of travel lanes from four to three (two through-travel lanes and 1 two-way center turn lane), which will allow for the addition of traditional or protected bicycle lanes. In addition to creating space for bicycle and/or pedestrian facilities, benefits of road diets can include lower travel speeds, increased safety, and promotion of a more livable, family-friendly environment.

As with other on-street bicycle facilities, recommendations for road diets and bike lanes should be understood as being dependent upon and in need of coordination with improvements at intersections along proposed routes. For example, the road diet recommended for Windsor Drive should be planned and designed in conjunction with improvements at the Windsor-Palatine and the Windsor-Crabtree intersections (for which conceptual illustrations are given), as well as the other segments of the Dryden/Douglas framework route. Enhanced markings at crossings, warning and regulatory signage, through-intersection bike route markings, bike boxes, narrowed travel lanes, and refuge islands are all typical, potential intersection enhancements and improvements.

Road diets are discussed in greater detail in **Appendix F** in relation to potential bicycle routes to Busse Woods Forest Preserve Trail. Information and links to additional resources on this treatment are provided there.

Wilke Road, from Nichol Road to Lake-Cook Road

This segment is approximately 0.38 miles in length. The width, curb to curb, is approximately 46 feet. ADT is not known, but is likely to be under 10,000. Posted speed limit is 30 mph. Another, lower priority road diet segment on Wilke, runs from Dundee Road to the point at which the road's cross-section changes to include center medians (at the Marriott Courtyard Hotel, 3700 N. Wilke Rd.).

This segment of Wilke Road is indicated as a potential bike route on the 2014 Arlington Heights Bicycle Map. A bikeway here would serve the large multi-family developments in this area. However, as discussed above, the T-intersection at Wilke and Lake-Cook Road (although signalized) currently lacks a connection across Lake-Cook Road (see **Figure 4.11**). Therefore, this road diet/bike lane project depends upon, and should be carried out in coordination with, intersection improvements and the creation of a safe connection to the Buffalo Creek Forest Preserve by one of the options discussed in Appendix C. The connection would entail working with the Lake County Forest Preserve District. **Figure 4.52** illustrates the northern limit of the proposed buffered bike lane resulting from the road diet on Wilke north of Nichols.

Figure 4.51 - Goebbert Road, Bike Lane Concept



Windsor Drive, from Dryden Road to Crabtree Drive

This segment is approximately 0.52 miles in length. The width, curb to curb, is approximately 52 feet; ADT is 9,500 (IDOT, 2014); and the posted speed limit is 35 mph.

This road segment is indicated as a planned bike route on the 2014 Arlington Heights Bicycle Map. It is part of the proposed framework bikeway network (the north-south “Dryden/Douglas Route”), CMAP’s 2009 Regional Greenways and Trails Plan, and is currently (per Strava data) heavily used by cyclists. It is also one of six high-priority projects identified by the BPAC. The route directly serves one of the Village’s most popular parks and multiuse paths (Lake Arlington Park and Trail) and provides, at the signalized intersection at Palatine Road, one of the few relatively safe crossings

of this Palatine Road in this part of the Village. At the northern end of the proposed project, the facility would connect to the McDonald Creek pathway, and at the south, to the point at which the Dryden/Douglas framework bike route crosses Rand Road. Both of these corridors are specified as regional bikeways in the Regional Greenways and Trails Plan.

In addition to providing space for the installation of buffered bike lanes, implementing a road diet along Windsor Drive can help to improve safety and livability around Lake Arlington Park and the nearby existing greenways, which are heavily used by many types of residents, including families with children, youth, and seniors. The proposed reconfiguration would also allow for the installation of a raised center median where a turn lanes are not called for.

Figure 4.52 - Wilke Road (at Lake Cook Road), Road diet / buffered bike lanes concept

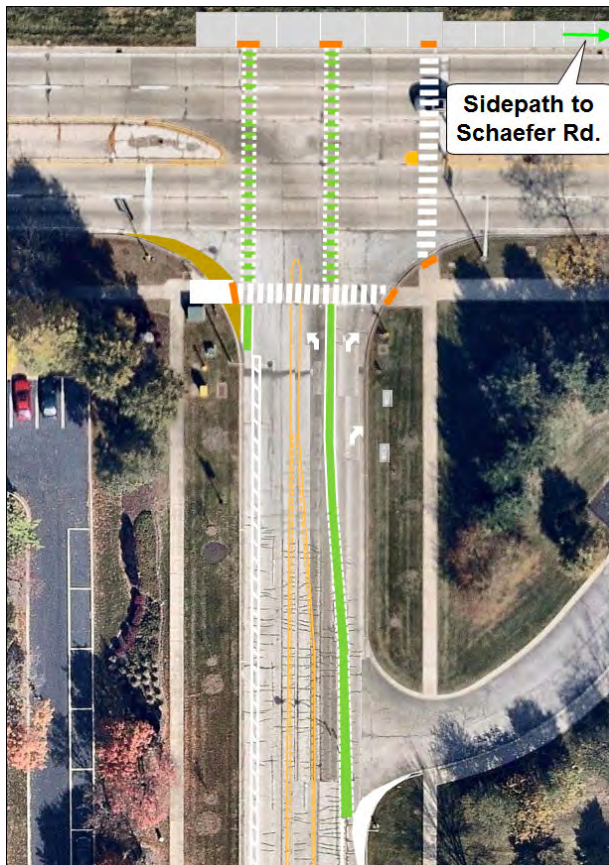
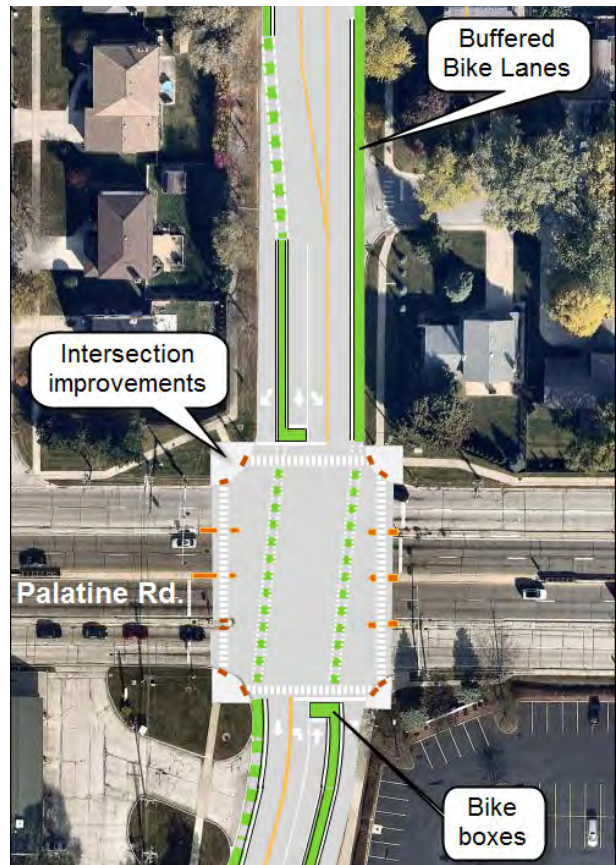


Figure 4.53 - Windsor at Palatine



This median would contribute to the safety and aesthetics of the corridor, at the main entrance to Arlington Heights' most popular park. Both road diets and median islands are, it should be noted, among the FHWA's nine proven safety countermeasures.¹³ **Figures 4.53 and 4.54** illustrate the concept of the Windsor Drive road diet and potential associated intersection improvements at Palatine Road and Crabtree Drive, respectively.

¹³ See <http://safety.fhwa.dot.gov/provencountermeasures/>.

Potential intersection improvements at Palatine Road include improved crossings on all legs, green-colored through-intersection bikeway markings, and bike boxes. The bike lanes are placed to the left of the right-turn lanes in order to minimize conflicts and improve visibility. The illustration of potential improvements at Crabtree Drive include buffered green-colored buffered bike lanes along Windsor Drive (near Lake Arlington Park), a two-stage left-turn bike box, and a raised center median island and high-visibility crosswalk on the north leg (to improve safety for bicyclists and pedestrians). **Figures 4.55 and 4.56** provide conceptual cross-sections at Palatine and for the segment north to Crabtree.

The proposed road diet on Windsor Drive makes up one segment of a larger project identified by the BPAC as a high priority.

Figure 4.54 - Windsor at Crabtree

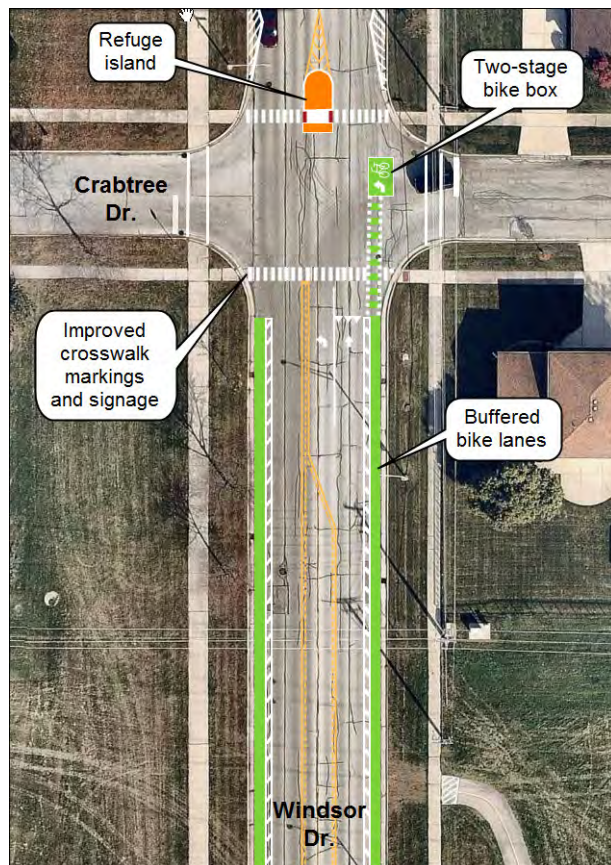
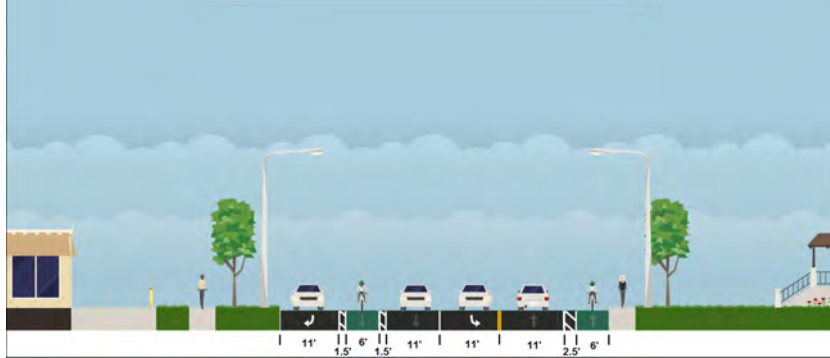
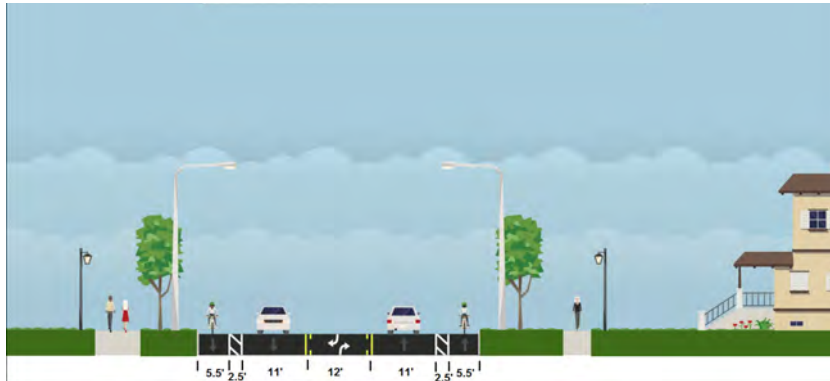


Figure 4.55 - Road Diet / Buffered Bike Lane Concept, Intersection of Windsor Drive and Palatine Road



¹⁴ This new alignment for the “Dryden Framework Route” was preferred by the BPAC, and is referred to throughout this document as the “Dryden/Douglas” route.

Figure 4.56 - Road Diet / Buffered Bike Lane Concept, Windsor Drive, between Palatine and Crabtree Drive

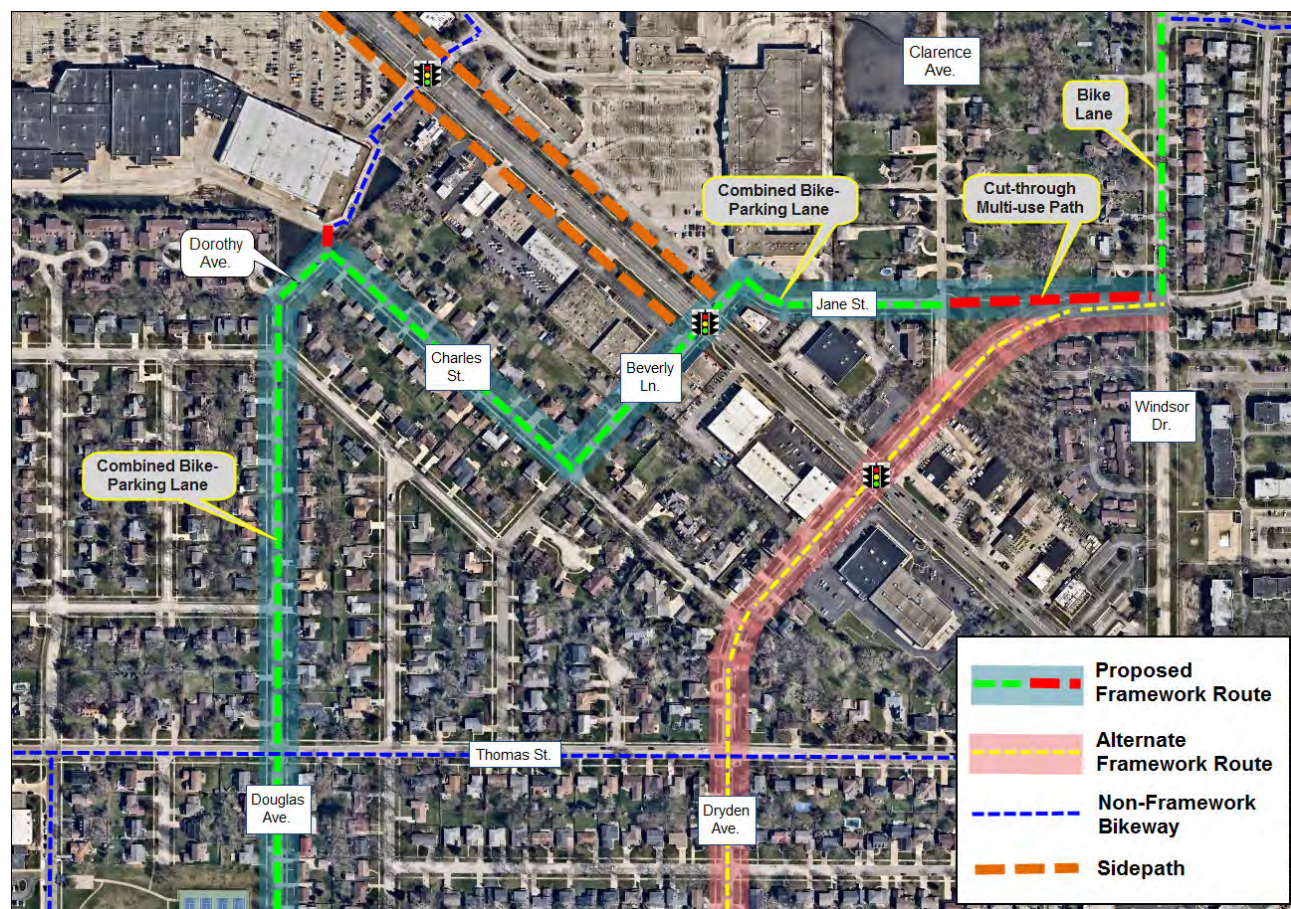


The larger project encompasses improvements to the Dryden/Douglas-Windsor framework route between Thomas Street and Lake Arlington Park. Another segment of this project is the Clarence to Windsor cut-through discussed previously (and illustrated in *Figures 4.23 and 4.24*).

One of the key destinations along the “Dryden/Douglas” framework bike route in the northern part of the Village is Lake Arlington Park. However, reaching the park from points south is challenging due to traffic volumes, speeds, and roadway configurations on Dryden and Windsor, as well as the difficult crossing at Palatine Road. The proposed road diet/ bike lanes on Windsor (from Dryden to Crabtree), the cut-through from Clarence to Windsor, and on-street, signed combined bicycle-parking lanes (discussed below) on Jane, Beverly, Dorothy, and Douglas represent the preferred framework route and facility types through this difficult area.¹⁴ *Figure 4.57* illustrates this routing.

Another alternative for achieving this connection, which moves the framework route to Dryden, entails upgrading existing sidewalks to sidepaths on the south side of Dryden from Thomas to Windsor, and on the west side of Windsor, from Dryden to the existing multi-use path just north of Carlyle Place. This concept is illustrated in *Figure 4.58*.

Figure 4.57 - Proposed Dryden-Douglas Framework Routing across Rand Road

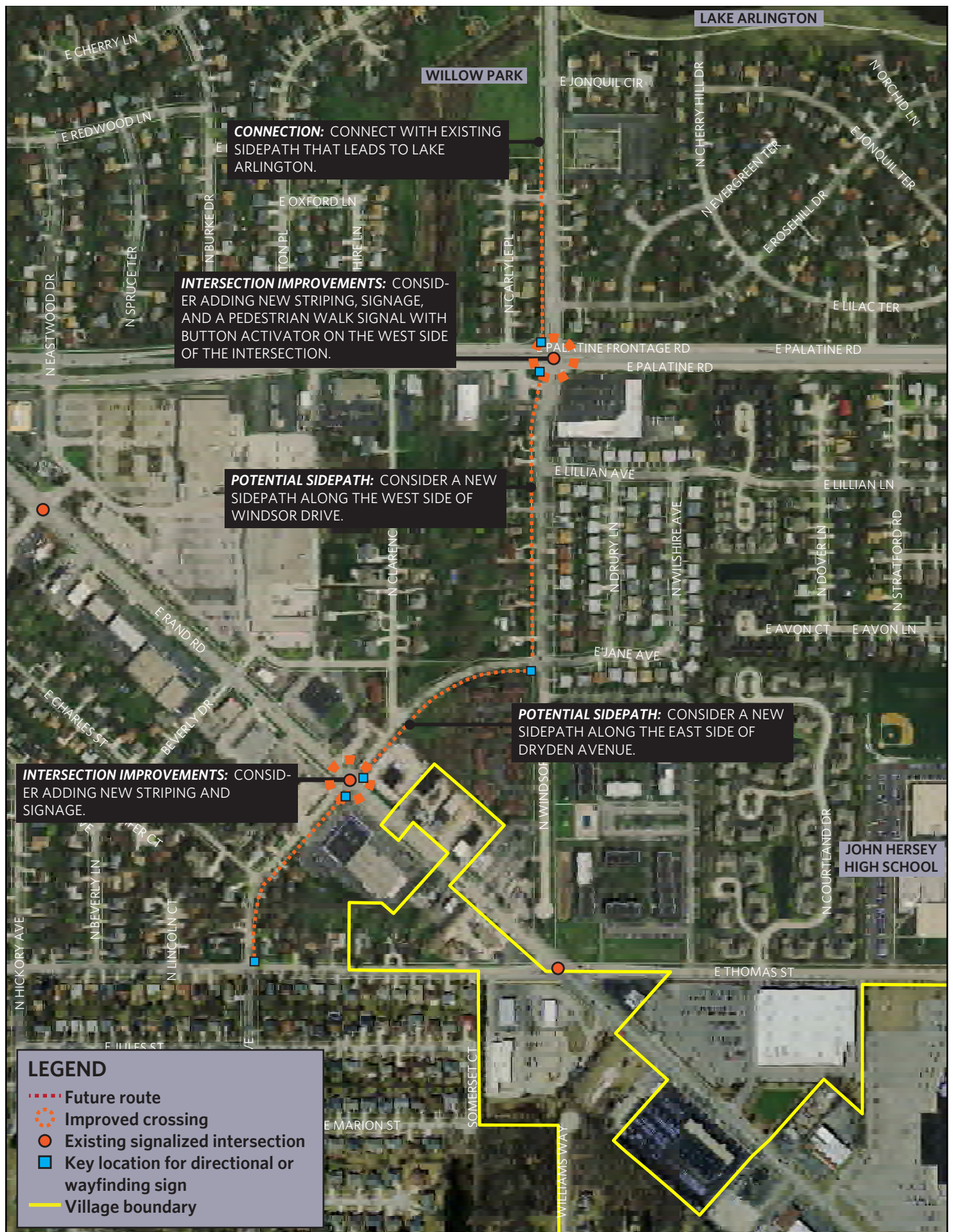


This alternative separates bicyclists from automobiles through the narrow, curved section of Dryden, where the ADT is approximately 5,500 and posted speed limit is 30 mph – conditions which are challenging for the majority of cyclists. However, constrained right-of-way along Dryden between Thomas and Windsor may limit the feasibility of this option.

While a sidepath on Dryden may not be achievable, a combination or hybrid of the on-street (road diet/ bike lane) design option and the off-street (sidepath) option may be possible – and desirable. This hybrid alternative would include on-street bike lanes along Windsor, from Dryden to Crabtree, together with the installation of a sidepath (by widening the existing sidewalk) on the west side of Windsor, between Dryden and the existing sidepath (north of Carlyle Place).

Providing both on-street and off-street facilities along this important bikeway corridor would offer a low-stress route for children and less experienced cyclists, as well as a quicker, more direct, and dedicated on-street facility for more experienced and confident cyclists who want to access Lake Arlington Park and destinations beyond. The BPAC-proposed sidepath along the narrow, curving section of Dryden would not be necessary if the framework route follows Douglas and the local roads as described above (and is well signed). Improved crossings at key intersections – utilizing treatments described above, below in the Intersections and Crossing Locations section, and in **Appendix I** – as well as wayfinding signage, should be included in both the sidepath and/or the on-street bike lane option.

Figure 4.58 - Dryden-Douglas Framework Route, Original Alignment (Alternate)



Euclid Avenue, from Wilke Road to Northwest Highway

The third road diet project would be along Euclid Avenue from Wilke to Northwest Highway. This segment is approximately 0.54 miles in length. The width, curb to curb, is approximately 48 feet; ADT is 12,550 (IDOT, 2014); and the posted speed limit is 30 mph.

This road segment is not indicated as a planned bike route on the 2014 Arlington Heights Bicycle Map. However, it would link residential neighborhoods and destinations south of Euclid to the existing sidepaths along Euclid (west of Wilke) and along Wilke (north of Euclid), which provide access to the Arlington Park Metra station and which are both regional trails (as indicated in the Regional Greenways and Trails Plan).

It would afford more comfortable, convenient, and safe bicycle access to the U.S. Post Office at 909 W. Euclid. The road diet would also provide for a (future) connection to the planned regional bikeway corridor along Northwest Highway. Finally, a road diet on this stretch of Euclid would provide a more appropriate and gradual transition between the differing roadway characteristics of Euclid Avenue, east of Northwest Highway (lower speed, two-lane, more pedestrian- and bicycle-friendly), and those of Euclid, west of Wilke, in Rolling Meadows (higher-speed, high volume, 5 lane road). **Figure 4.59** provides conceptual cross-sections for this segment of Euclid.

Figure 4.59 (a) - Existing Cross-section: Euclid Avenue

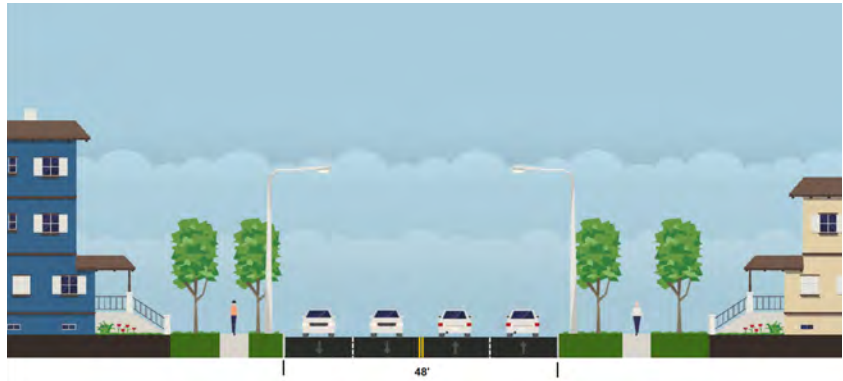
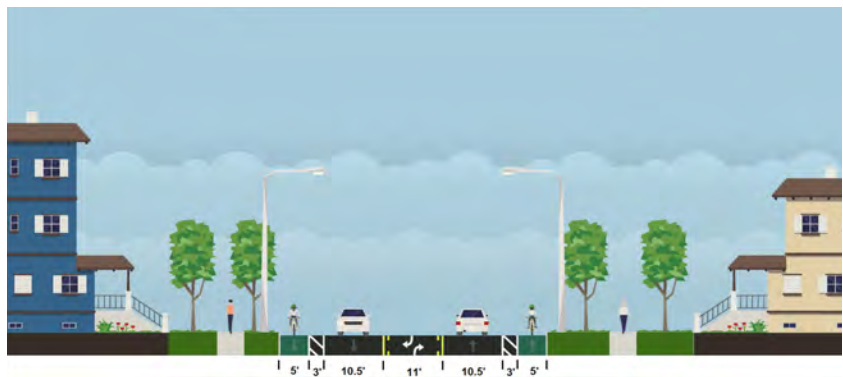


Figure 4.59 (b) - Proposed Cross-section: Euclid Avenue Buffered Bike Lane Concept



Marked Shared Lanes (Sharrow) Definition and Design Guidelines

Marked shared lanes, or “sharrows,” use the Shared Lane Marking (Manual on Uniform Traffic Control Devices (MUTCD), Section 9C.07) in a general-use lane to indicate a context in which bicycles and vehicles share the lane. They are useful in locations where there is insufficient width to provide bicycle lanes. Shared lane markings alert drivers to the presence of bicyclists, reinforce the legitimacy of bicycle use on the street, and provide a general wayfinding function. The markings also direct bicyclists to maintain proper positioning and ride in the safest location within the lane, as well as encourage safer passing by motorists. Shared lane markings may have a green-colored background (*Figure 4.64*).¹⁵ Shared lane markings should not be used on shoulders, in designated bike lanes, or to indicate bicycle detection areas at signalized intersections.¹⁶

¹⁵ See https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/gcp_slm.cfm.

¹⁶ A special symbol exists to indicate bicycle detection areas at signalized intersections (see MUTCD, Section 9C.05).

Design Guidelines

Shared lane markings should be placed so that the centers of the markings are at least four feet from the curb on streets without on-street parallel parking and a minimum of 11 feet from the curb on streets with parallel parking. Markings should be placed further into the lane whenever appropriate, such as when the lane is too narrow for safe side-by-side operation of a bicycle and a motor vehicle. Lateral placement is critical to encourage riders to avoid the “door zone” and to encourage safe passing behavior.

Figure 4.60 - Marked shared lanes

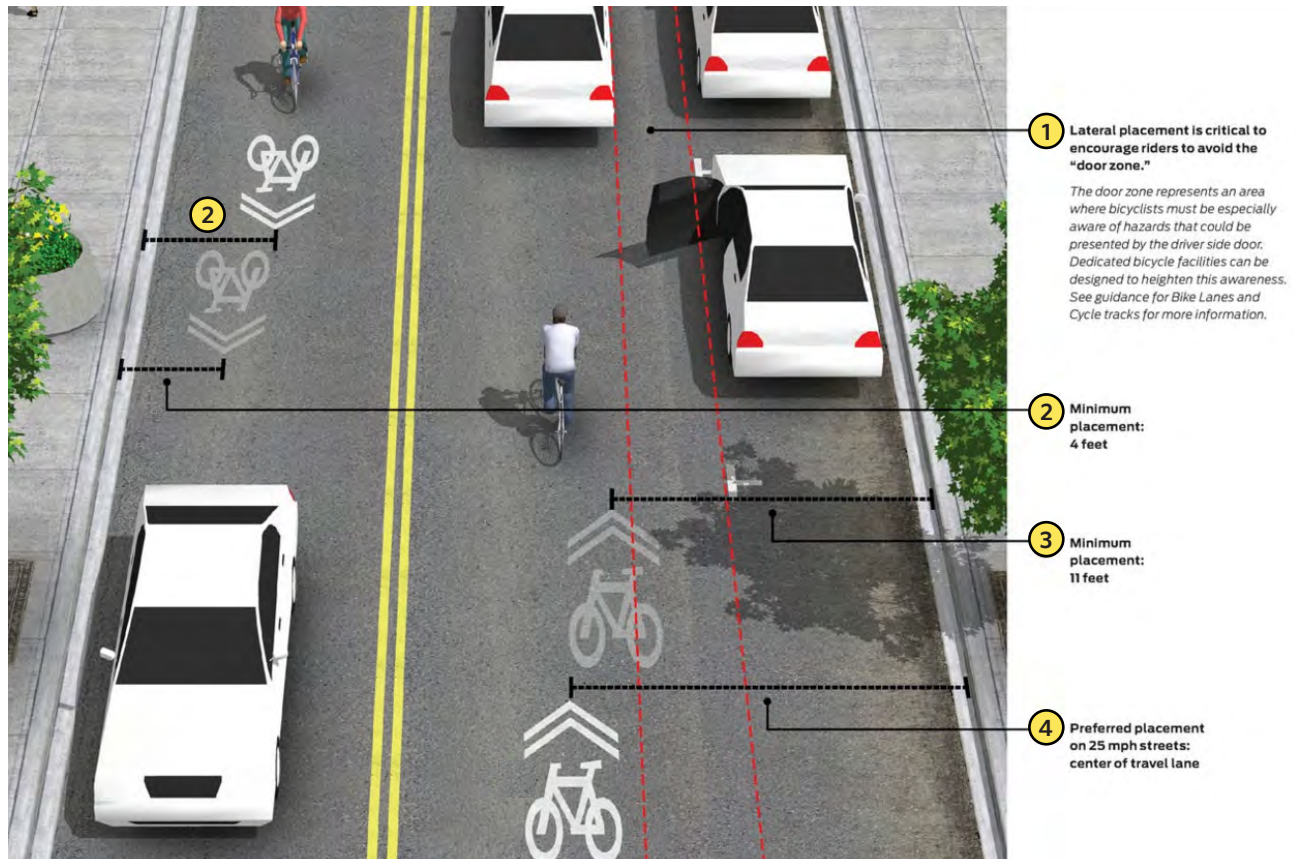


Frequent, visible placement of markings is essential, but varies per roadway characteristics. When used to bridge discontinuous bicycle lanes or paths, at intersections, or along busier streets, sharrows should be placed more frequently (every 50 to 100 feet) than along low traffic bicycle routes (every 200-250 feet or more). Sharrows used along low volume routes can be staggered by direction to provide more frequent markings (albeit in opposite directions).

Sharrows are a relatively low-cost treatment suitable for local roads, collectors, and low-volume, low-speed arterials where constrained ROW will not allow the installation of bike lanes. They are often used at intersections where turn lanes limit right-of-way, as a means of “bridging” segments of bike lanes.

Sharrows are not recommended where posted speed is 35 mph or greater *and* ADT is higher than 3,000, nor should they be used on roads that have a speed limit of 40 mph or greater. On streets with posted speeds of 25 mph or slower, preferred placement is in the center of the travel lane. The addition of bike route signage and of regulatory signage, such “Bicycles May Use Full Lane,” compliments and strengthens the effectiveness of shared lane markings.

Figure 4.61 - Marked shared lane design guidance



Cross-sections

Figures 4.62 and 4.63 provide a typical cross-section (existing and proposed), as well as a conceptual design proposal for marked shared lanes on Park Street. The illustration of the design proposal includes a complementary traffic calming and safety treatments (mini traffic circle and enhanced crosswalks on all legs of the intersection).

Figure 4.62 - Existing Cross-section: Park Street (26 ft.)



Figure 4.62 - Proposed Cross-section: Park Street Sharrows Concept (26 ft.)

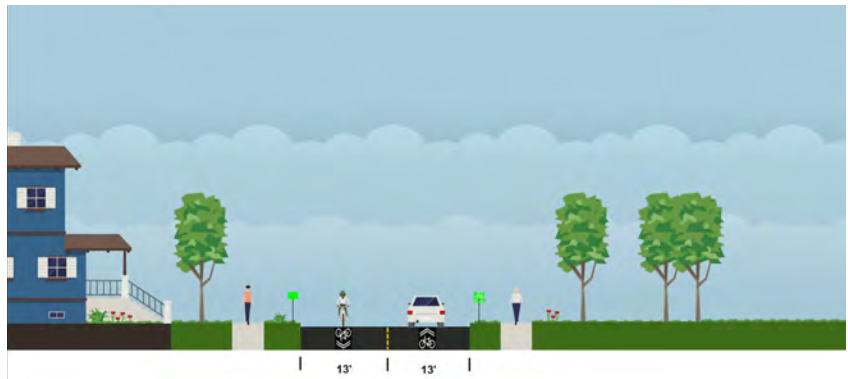


Figure 4.63 - Proposed Cross-section: Park Street at Highland Avenue Sharrows and Traffic Calming Concept



Marked Shared Lane Recommendations

Many of the roadway segments for which marked shared lanes are proposed, are located along framework (or alternative framework) bike routes, on streets that are too narrow to allow bike lanes. These framework routes should be prioritized for implementation (see **Figure 4.65**).

Recommended marked shared lane routes include several streets in Arlington Heights' downtown core – Evergreen, Dunton, Vail, Campbell, and a short segment of Sigwalt – where parking utilization appears to be relatively high and ROW is often constrained. Here, the sharrows markings should be installed in the center of the lanes. While these streets are currently relatively low speed, the Village should consider the implementation of additional traffic calming measures, such as in-street “Stop for Pedestrians” signs, raised intersections, speed tables, additional curb bump-outs, pavement treatments, and landscaping, as well as gateway and “shared streets” concepts, which will help make cycling safer and more comfortable. Lowering the posted speed limit to 20 mph or less in the downtown area should also be considered. See **Appendix I** for additional intersection and traffic calming treatments.

Shorter segments of marked shared lanes are also called for on intersection approaches along key bike routes, where the addition of turn lanes restricts available right-of-way. Examples of these locations include Hintz and Rand, Dryden and Rand, and Davis at Cleveland/Chatham Place/Arthur Avenue. This last intersection presents special difficulties (due to the adjacent rail crossing and the need to access the existing shared use path along the northeast side of Davis). The complex intersection should be further studied for possible solutions to bicycle accommodation and routing.

Finally, a few of the locations for which sharrows are being recommended are short segments through parking lots. As with all of the recommended on-street bikeways, these routes should include bicycle wayfinding signage with directions and distances to key destinations. See **Appendix F** for information and examples of bikeways routed through parking lots.

Figure 4.64 - High-visibility, green-backed sharrows (currently experimental)



[illegible]

Combined Bicycle-Parking Lanes

Definition and Design Guidelines

Combined bicycle-parking lanes consist of striped on-street parallel parking lanes, paired with MUTCD-compliant bike route wayfinding (as well as warning, and regulatory) signage.¹⁷ This facility type represents an excellent option for relatively wide, low volume (< 6,000 ADT), low speed (< 35 mph) local and collector streets in residential neighborhoods, where on-street parking is allowed but highly underutilized (under 10 percent occupancy under “normal” conditions). The latter condition – very low parking utilization – is crucial to the acceptance, effectiveness, and success of this treatment. Judging from aerial photography, field observations, and community input, low rates of parking utilization are very common in residential neighborhoods throughout the Village and, for this reason, combined bicycle-parking lanes are recommended for a substantial number of the proposed bikeway network routes, especially along framework routes (see *Figure 4.69*).

¹⁷ For the difference between and examples of warning signage, see the MUTCD, Section 2A.01.

Combined bicycle-parking lanes are not dedicated bike lanes. For this reason, it is important that they are supplemented and enhanced with high-quality, well-installed bike route signage and, in areas where on-street parking occurs on a regular basis, with shared lane markings to direct cyclists around parked cars and to increase driver awareness of the presence of cyclists. This hybrid or “compromise” facility type – when used in appropriate locations – provides a viable alternative to the removal of on-street parking, while retaining benefits for cyclists and other roadway users.

Combined bicycle-parking lanes are called for where the use of sharrows might confuse bicyclists and motorists. This can occur when sharrows are placed at the MUTCD-recommended distance of 11 feet from the curb in an area of low parking utilization, as markings may appear to be “in the middle of the road,” defeating the symbol’s purpose of positioning the cyclist in the appropriate and safest position. In these situations (low parking utilization, relatively low-volume, low-speed roads), combined bicycle-parking lanes typically work better than sharrows. However, when parking is able to be removed from one or both sides of the street, traditional, buffered, or advisory bike lanes, or even marked shared lanes with symbols located for correct and expected bicyclist positioning (i.e. 4 feet from the face of curb), would typically be preferred treatments, since they communicate more clearly the legitimacy of on-street cycling. As a general principle – especially along framework routes – the Village should aim for installation of the most protective on-street bicycle facility type that the context and conditions permit.

Design Guidelines

Because this facility type is a hybrid of two different treatments or interventions – marked parking lanes along the curb and installation of bicycle route signage – design guidelines for these two elements should be followed. A solid white stripe, parallel to and seven to eight feet from the curb, should define the parking lane; it can be continuous, dashed, or dropped altogether where it crosses driveways. In addition, appropriate, visible bike route signage should be installed. Combined bicycle-parking lanes may also include signage indicating parking. Installation should not include any dedicated bike lane signage or MUTCD bike lane markings. Occasional sharrows markings are used only along specific stretches where parked cars are regularly present on-street due to adjacent land use.

Cross-sections

Figure 4.67 illustrates typical cross-sections (existing and proposed) for combined bicycle-parking lanes (on Burr Oak Street). These cross-sections can be used as a guide for reconfiguring existing streets in Arlington Heights. **Figure 4.68** offers a photograph of existing conditions on Burr Oak and a perspective rendering of the proposed facility. For additional examples/illustrations, see **Appendix K**.

Figure 4.66 - Combined bicycle-parking lane in Warrenville, IL



Source: Ed Barsotti, Ride Illinois

Figure 4.67 (a) - Existing Cross-section: Burr Oak Street



Figure 4.67 (b) - Proposed Cross-section: Burr Oak Street



Combined Bicycle-Parking Lane Recommendations

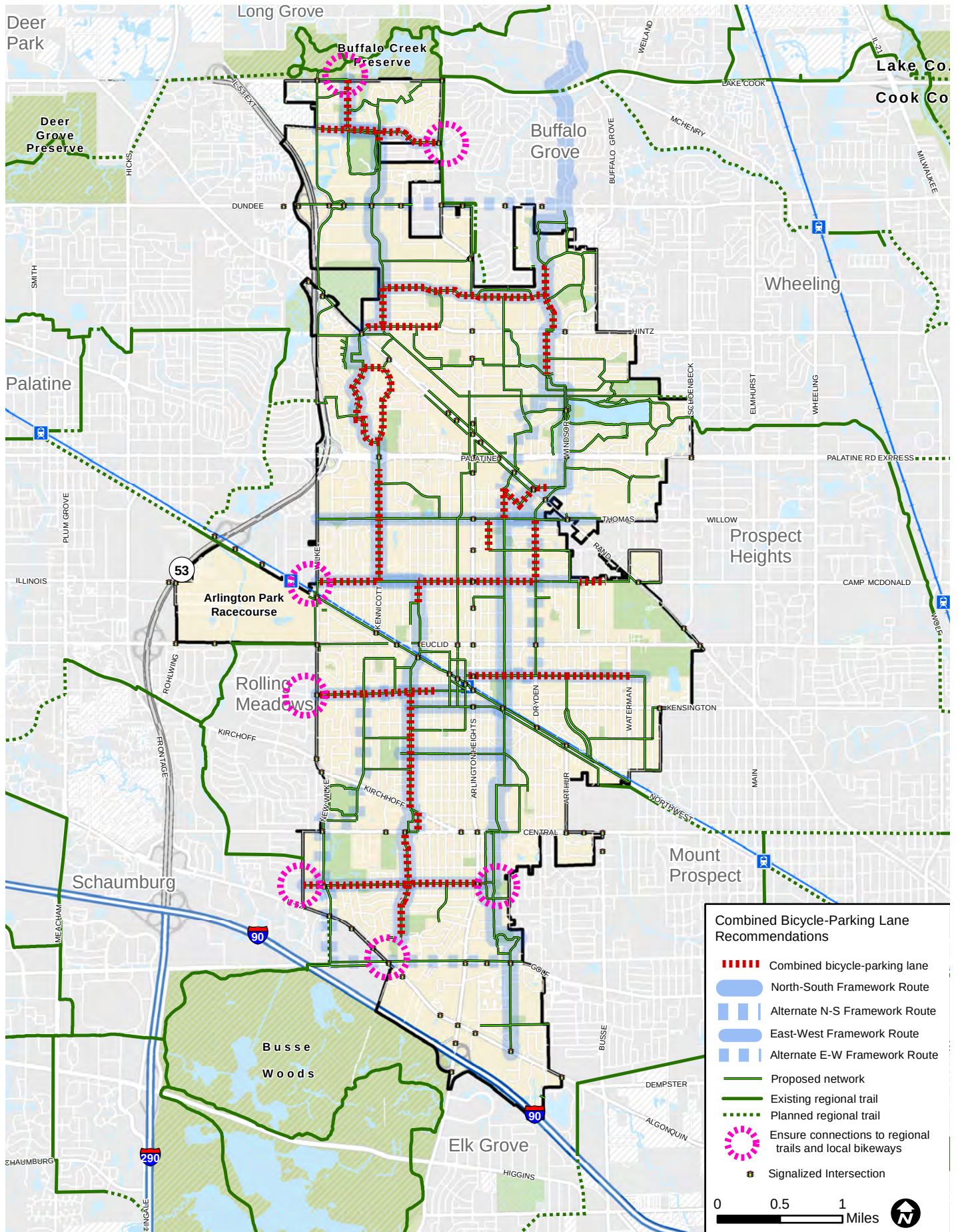
It is recommended that the Village focus on combined bicycle-parking lanes that form key segments in the framework bike route network. The relatively low cost of implementation for these facilities should make them near- to mid-term priorities. Choosing one east-west framework route in the northern part of the Village (such as Burr Oak or Oakton) and one in the central or southern part (such as White Oak or Campbell) to implement would be a logical and feasible way to begin. In addition, segments along the two north-south framework routes should also be prioritized (for example, Kennicott, Ridge, Fernandez, Brighton, Jane/Douglas). It should be noted that recommended bicycle routes, like other bikeway facility types, typically entail intersection improvements in order to maximize the safety and comfort of crossings. Such improvements, when located at intersections with state or county roads, will require coordination and interagency cooperation. Implementation of such crossing improvements may therefore occur incrementally, as reconstruction and repaving projects arise.

¹⁸ See MUTCD, Section 9B.01, at <http://mutcd.fhwa.dot.gov/htm/2009/part9/part9b.htm>.

Figure 4.68 - Burr Oak Street, Proposed and Existing (Perspective)



Figure 4.69 - Combined Bicycle-Parking Lane Recommendations and Framework Routes



Signed Bicycle Routes Definition and Design Guidelines

Signed bicycle routes are streets that are signed for bicycle use (bicyclist wayfinding and safety), but do not have other on-street bicycle-specific markings (such as bike lanes, sharrows, etc.). They are located, typically, along local neighborhood streets that carry relatively low traffic volumes and operate at low speeds. Bicycle guide signs¹⁸ designate the route and help bicyclists navigate to destinations. Warning and regulatory signage is aimed at improving bicyclist safety. Signage not only serves bicyclists and pedestrians, but motorists as well, who use the signs to identify the locations of community destinations and to remain alert to the potential for bicyclists to be present. Signing the bicycle network can encourage more people to bicycle and, more broadly, raises awareness and acceptance of bicycling among all residents.

To maximize the usefulness of route signage, destinations, distances, and directional arrows should be included wherever needed. Bike route signage consists of three main sign types, which can be combined on single posts:

- Confirmation signs – The purpose of confirmation signage is to indicate to cyclists and drivers that the roadway is a designated bikeway. Confirmation signs are usually located mid-block or on the far-side of intersections. Placement should be every block or two, unless another type of sign is used. Often, other types of signs (turn or destination) can serve as confirmation signs in addition to their other functions. Confirmation signs may be as simple as a standard Bike Route Guide Sign (MUTCD, D11-1) or they may include a trail, municipal, or program brand or graphic.
- Action (turn) signs – These signs indicate that a bikeway turns from one street to another. Turn signs are typically located on the near side of intersections, and include a Bike Route Guide Sign (D11-1) and the appropriate directional arrow supplemental sign. Turn signs should not be used at the junction of intersection bikeways.
- Decision signs – These signs mark the junction of two or more bikeways, where a decision is made by the cyclist as to which route they will follow. They are intended to clarify route options for reaching certain destinations and are comprised of a Bicycle Route Guide Sign (D11-1) and plaques with important destinations, directional arrows, and mileage to those destinations. Decision signs are typically located on the nearside of intersections, in advance of the junction with another bikeway(s).

Design guidelines

The Village should follow MUTCD standards when designing and installing directional and wayfinding signage. Signs should be repeated at regular intervals so that bicyclists entering from off-route streets will know that they are on a bicycle route and where it goes. In addition to MUTCD bikeway signs, other supplemental wayfinding and informational signage formats may be considered in the downtown area, including kiosks, customized and decorative signs, and art installations. If kiosks are used, a variety of information (such as maps, rules and regulations, community events, regional trail connections, Pace bus routes, Metra Stations, and local businesses) can be included. Decorative signs and art installations may take a variety of forms, and their broad purpose should be to “brand” or identify the community as being “bicycle-friendly.”

Cross-sections

No typical cross-section is provided since bikeway signage alone is used to create this type of facility. The facility type is dependent not so much on roadway cross-section as on road traffic characteristics (speed, volume) and surrounding land use (residential neighborhoods, low traffic areas). Dunton Avenue (between Thomas and Euclid), shown below with signage drawn in, is an example of a typical street for which the signed bicycle route treatment is proposed. Additional illustrations of this

Signed Bicycle Route Recommendations

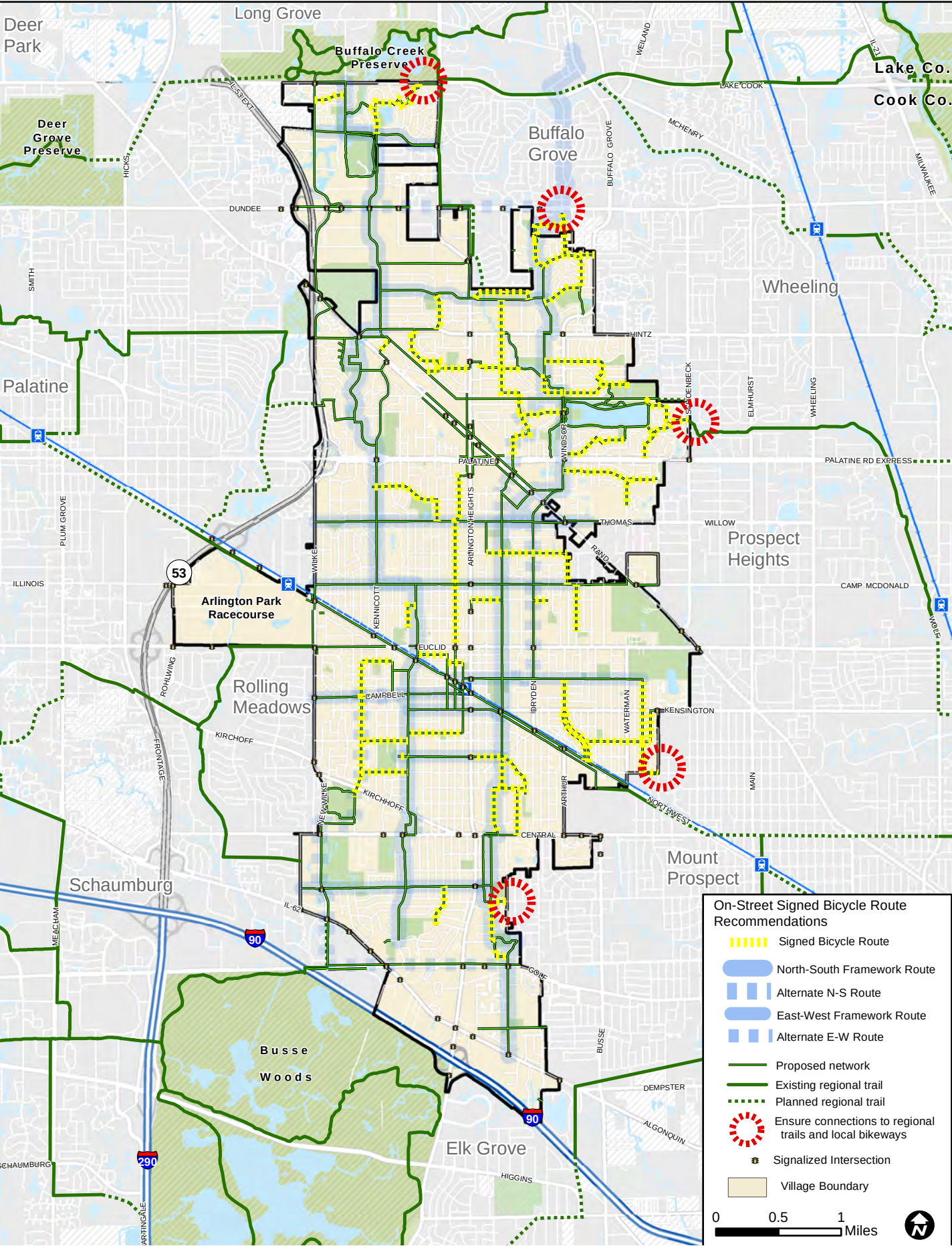
The Village should prioritize on-street signed bike routes that make important network connections or provide links to key community and neighborhood destinations. Although there are relatively few segments of the bicycle framework network that call for route signage without other treatments/facility types, those that do should be a high priority for implementation. On these framework routes, we recommend that the Village consider bicycle boulevard treatments, which typically include enhanced, branded signage and pavement markings, along with traffic calming and traffic diversion.¹⁹ It should be noted that, while proposed signed routes consist of signage alone, signage should be installed and/or improved along all Village bikeways.²⁰

In general, proposed on-street signed bike routes function largely as “spur” routes off of the framework system leading to neighborhood schools, parks, or residential areas or as relatively short links between framework routes. In order to reach destinations, these routes are often combined with short segments of sidepath, cut-throughs, and/or intersection crossing improvements.

¹⁹ See section on “Recommended Network” and Footnote 1, above.

²⁰ More information on bicycle signage and wayfinding can be found in NACTO’s Urban Bikeways Design Guide webpage on bike route wayfinding and signage, at <http://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system>. AASHTO’s Guide for the Development of Bicycle Facilities, 4th Edition, has guide signage and wayfinding information in Section 4.11. The Pedestrian and Bicycle Information Center (PBIC) has information at http://www.pedbikeinfo.org/planning/facilities_bike_wayfinding.cfm. The MUTCD has standards and guidance for directional, regulatory, and warning bicycle signs at <http://mutcd.fhwa.dot.gov/html/2009/part9/part9b.htm#figure9B04>. It should be noted that the NWMC, of which Arlington Heights is a member, had developed the “North and Northwest Cook County Regional Corridor Bicycle Signage Plan” (2012), which illustrated best practices in bicycle route signage and is intended to provide general guidance on signage design. The plan is at <http://www.nwmc-cog.org/Transportation/Documents/BicycleSignagePlan.aspx>. Useful information on bicycle wayfinding can be found in the recently published best practices report produced by Alta Planning + Design for the City of Wichita, KS, available at <https://www.wichita.gov/Government/Departments/Planning/PlanningDocument/Bicycle%20Wayfinding%20System%20Plan%20Technical%20Report%20No1-Best%20Practices.pdf>.

Figure 4.70 - On-Street Signed Bicycle Route Recommendations and Framework Routes



Intersections and Crossing Location Improvement

The majority of locations recommended for spot improvements are intersections. All intersection improvements – like other infrastructure projects in the public ROW – will require further engineering study and analysis. Effects on overall traffic movement and control, safety for all roadway users, drainage and other environmental issues, right-of-way availability, location of utilities and roadside equipment, and costs will all need to be evaluated and potential trade-offs defined and assessed. Intersection improvements may involve different treatments or combinations of treatments depending on context. Key potential intersection and crossing location treatments³¹ aimed at improving conditions for pedestrian and bicycle travel include:

- Traffic signals
- Pedestrian crossing beacons (Rectangular Rapid Flash Beacons and Pedestrian Hybrid Beacons)
- High-visibility crosswalks
- Pedestrian countdown signals
- Accessible pedestrian signals
- Signal adjustments (more walk time, leading pedestrian intervals) or turn restrictions
- Warning, regulatory, and/or wayfinding signage
- Enhanced lighting
- Bicycle detection technology
- Through-intersection, on-pavement bike route markings, and other changes in striping/markings
- Traffic calming treatments, such as mini-traffic circles or in-street “stop-for-pedestrians-in-crosswalk” signs
- Raised medians (pedestrian refuge islands)

Full intersection reconstruction, which in some cases may be desirable, typically involves major changes to the configuration or geometry of the intersection. Reconstruction aimed at improving conditions for pedestrians and bicyclists may include such treatments as curb extensions, raised medians (refuge islands), tightened curb radii, and/or the installation of accessible sidewalks or sidepaths with ADA-compliant curb ramps and landings.

Generally, the design of intersections to accommodate bicyclists and pedestrians should aim at reducing conflicts with motor vehicles by heightening visibility, indicating a clear right-of-way, and facilitating eye contact and awareness among different roadway users. Intersections, through which bike facilities pass, should include treatments to resolve queuing and merging maneuvers for bicyclists, and can be coordinated with specialized signals and/or signal timing or phasing.

Design Guidelines

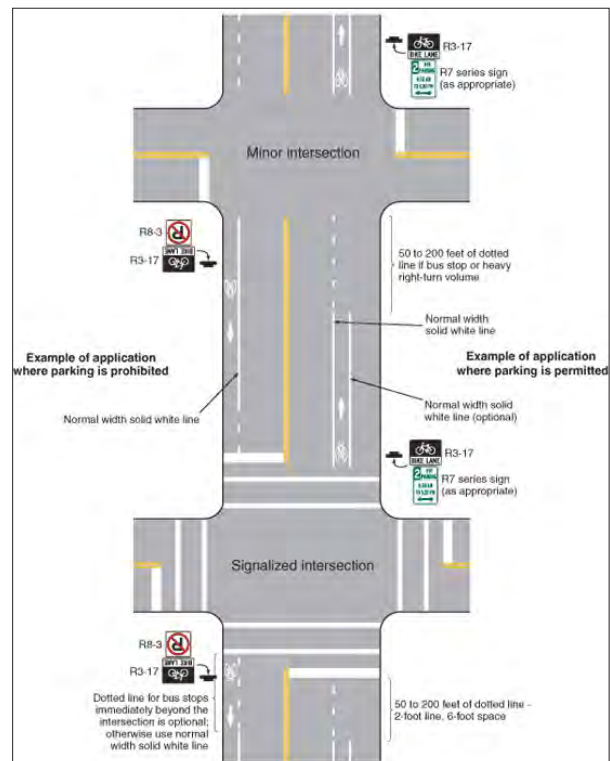
The design of intersections and crossing locations is heavily dependent on the context and the specific characteristics and details of a given site. Broadly, intersection design includes elements such as roadway configuration and geometry, textured materials, pavement markings, signage, signals and beacons, detection technologies, and lighting. The design of intersections and crossings for multiple modes is complex and requires a balance of different goals and objectives. Design must take all existing and anticipated movements into consideration. In such cases, the manner and extent to which vulnerable users (bicyclists and pedestrians) and motor vehicles are intended to mix or be separated is defined by the need to reduce the risk of crashes and to increase bicyclist and pedestrian comfort and convenience. The level and the type of treatment(s) called for at any given intersection depends on the existing or desired facilities (bicycle, pedestrian, motorized) at and near the intersection, the presence and configuration of the intersecting streets and driveways, operational characteristics such as traffic volumes, speeds, turning movements, and adjacent land use.

In general, in multimodal urban and suburban contexts, intersection design and choice of treatment(s) should aim at assisting and ensuring the safety of slower, less experienced, skilled, and/or mobility-challenged pedestrians and bicyclists (children, seniors, persons with disabilities, parents with strollers, etc.) at designated crossing locations. Compliance with the ADA laws and recommended best practices for the design of public rights-of-way, while adhering to a Complete Streets approach, is the best way to achieve this. Treatments and operational techniques that are especially effective at helping vulnerable and mobility-challenged individuals at designated crossing locations include:

- Lengthening the WALK/flashing DON'T WALK signal phase, allowing more time for crossing
- Installing medians/refuge islands, so that slower persons can cross in stages
- Installation of accessible pedestrian signals to assist people with vision impairments
- Adjusting signals to provide leading pedestrian intervals and/or restricting turning movements
- Reducing crossing distances
- Enhancing the visibility of crossing locations through lighting, crosswalk markings, signage, and/or raised crosswalks
- Reducing traffic speed

Treatments and design guidance aimed at improving the safety and comfort of bicyclists at intersections is different from that focused on pedestrians, since bicyclists typically move in and with traffic, while pedestrians are separated from it. In addition, bicyclists typically move at higher speeds than pedestrians. There is, however, substantial overlap and synergy between accommodation and treatments for both modes. We later provide information and select guidance for the design of bike lanes and other bicycle facility types at intersections and also for crosswalks and other treatments intended to improve the safety and comfort of pedestrians.

Figure 4.71 - Typical bike lane markings at intersections



Source: MUTCD

On-Street Bike Lanes at Intersections

While all bicycle facility types (trails, multiuse paths, lanes, sharrows, signed routes) may require special treatments at intersection locations, on-street dedicated bicycle lanes present specific challenges. Various designs and treatments exist for bike lanes as they approach (and pass through) an intersection (where most conflicts with automobiles occur). It is important that bicyclists are provided an opportunity to correctly position themselves to avoid or minimize conflicts, particularly with turning vehicles.

General design principles include: designing the bicycle route through the intersection to be direct, logical, and similar to the path of vehicles; ensuring the visibility of the route by providing pavement markings and lighting; and at signalized intersections, using technology that detects the presence of bicyclists and ensures appropriate signal timing.

Right turns are relatively easy for bicyclists because they usually ride on the right hand side of the road. At intersection approaches that do not have right-turn only lanes, bike lanes should be defined by a dashed line (separating it from the travel lane to the left), beginning 50 to 200 feet in advance of the intersection.

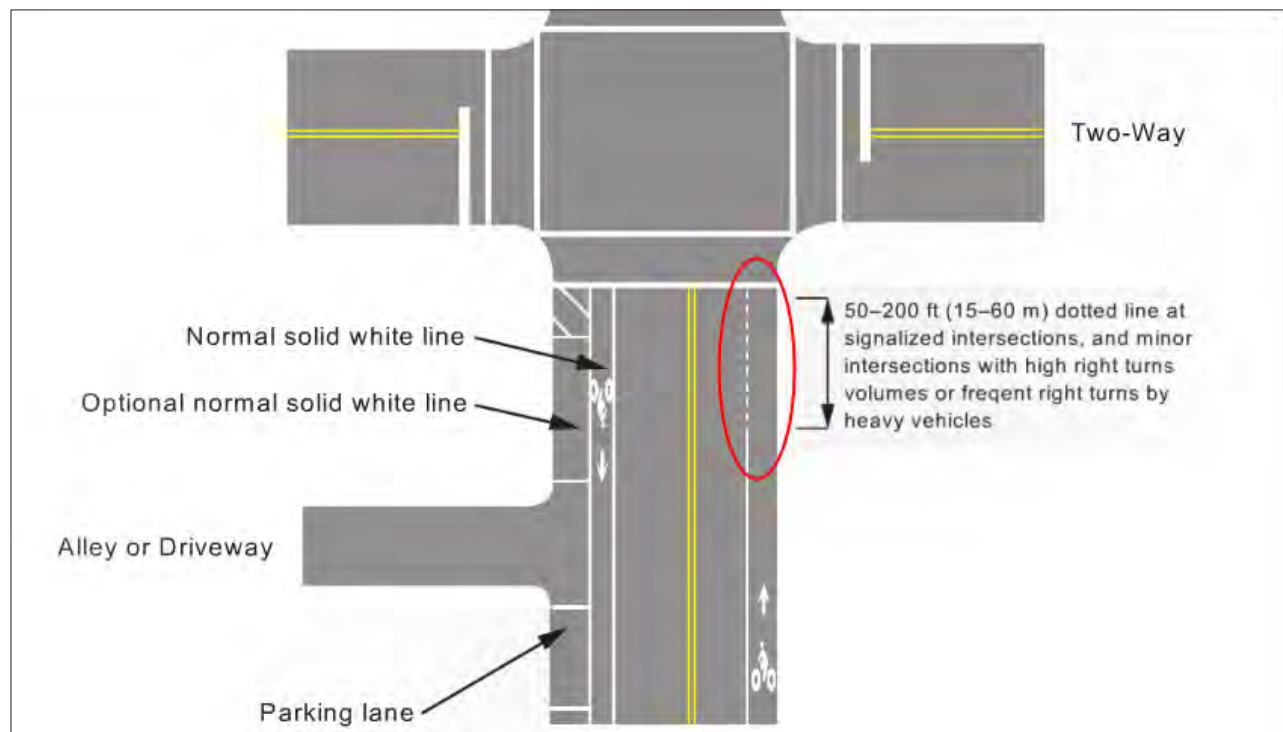
This encourages merging of right-turning vehicles in advance of the intersection and helps avoid “right-hook” crashes.

For streets with right-turn only lanes, bike lanes should cross the right-turning traffic (in a merging or mixing zone) to a position left of the right-turn lane. When there is not enough room for this, the bike lane should be dropped and shared lane markings should be installed on the left-hand side of the right-turn lane (a combined bike/right turn lane). Through bike lanes should be a minimum of four feet wide (five or more feet preferred).

Intersection Treatments: Through-Intersection Bikeway Markings

For bicyclists traveling in a conventional bike lane, the approach to an intersection with vehicular turn lanes presents a significant challenge. It is vital that bicyclists are provided with an opportunity to correctly position themselves to avoid conflicts with turning vehicles. **Figure 4.72** illustrates options for a through bicycle lane (or ‘bicycle pocket’ lane), as well as an MUTCD-compliant design for a combined bicycle-right turn lane.

Figure 4.72 - Intersection Treatments: Bike Lane Pavement Markings for Through Bike Lane without Right Turn Only Lane



Through Bike Lane Option A

For intersections that have sufficient width, separate through lanes for bicycles should be created. Dashed lines are used to signify the merge area. Dashed lines should start a minimum of 50 feet from the intersection. Markings are also used to clarify bicycle positioning. An on-street parking lane becomes the right turn only lane in this example.

Through Bike Lane Option B

This example illustrates a through bicycle lane at an intersection from a street with no on-street parking. Dashed lines are used to signify the merge area, and should start a minimum of 50 feet from the intersection. Markings are also used to clarify bicycle positioning. A right turn only lane is added by throat widening in this example.

Through Bike Lane Option C

In this example, the merging or mixing zone is painted green to increase visibility and awareness. Both the painted area and the dashed lines should start a minimum of 50' from the intersection. An on-street parking lane becomes the right turn only lane in this example.

Figure 4.73 - Through Bike Lane Option A



Figure 4.74 - Through Bike Lane Option B



Through Bike Lane Option D

In this example, the through general-purpose travel lane becomes a right turn only lane. Bicyclists need to move laterally to weave across the travel lane. Therefore, the bike lane along the curb should be dropped, and a bike lane introduced on the left side of the right turn lane. In this situation, the bike lane line should not be striped diagonally across the travel lane, as this inappropriately suggests to bicyclists that they do not need to yield to motorists when moving laterally. This option/scenario, although required in many suburban locations, is the least preferred and should be used only when no other option is practicable.

Through Bike Lane Option E

In this example the through general-purpose travel lane becomes a right turn only lane, but the bicycle lane remains on the right hand side of the right turn lane. This configuration requires the installation of a bicycle signal giving bicyclists an exclusive phase to separate conflicting movements. Like Option D, this option/scenario is not preferred and should be used only if Options A-C are not possible.

Figure 4.75 - Through Bike Lane Option C



Figure 4.76 - Through Bike Lane Option D

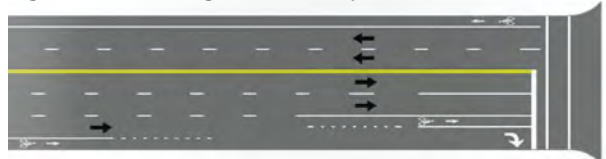
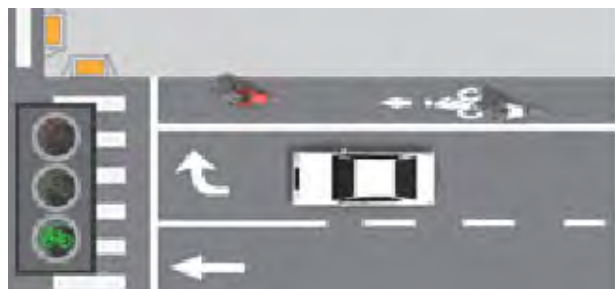


Figure 4.77 - Through Bike Lane Option E



Intersection Treatments: Combined Bike Lane / Right-Turn Lane

A combined bicycle/turn lane (or shared lane) utilizes shared lane markings within the right turn only lane, typically positioned toward the left side of the lane. Shared lane markings help delineate space and indicate the proper positioning for through bicyclists within the shared lane. This treatment may include signage indicating that vehicles in the lane must turn right, except bicycles. In order to indicate a merging/mixing zone, a dashed line is used on the intersection approach, at least 50 feet in advance of the stop line. No on-street parking is shown in this example, though the treatment can also be used when a parking lane transitions to a right turn lane and in other situations as well.

For left turns, bicyclists – moving in the manner of other vehicles – may merge left in advance of the intersection to turn from the same location as other left-turning vehicles. This maneuver requires no special treatment, though in some situations, a standard bike box²¹ can help bicyclists obtain proper positioning for a “vehicular” left turn. However, a “two-stage left turn” offers cyclists an alternative to following vehicular movements for a left turn. This alternative requires that bicyclists proceed straight through the intersection – to the far corner of the cross street – where they then wait to cross in the direction of travel of that cross street. This type of turn is formalized by the installation of a “two-stage left-turn box” and appropriate signage.²² The first option, following vehicular movements, works well on low-volume, low-speed streets, while the latter option (two-stage turn) is preferred on multi-lane, high volume, or high speed roadways.

³² See <http://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/>

³³ See <http://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/two-stage-turn-queue-boxes/>. See also, http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/turn_box.cfm.

Figure 4.78 - Intersection Treatments: Combined Bike Lane / Right-Turn Lane



Source: NACTO

Intersection Treatments: Through-Intersection Bikeway Markings

Through-intersection markings should be installed to indicate the intended path of bicyclists. The markings guide bicyclists on a safe and direct path through intersections and increase awareness and visibility. The examples shown in **Figure 4.79** illustrate different types/options for through-intersection markings for typical bicyclist movements.

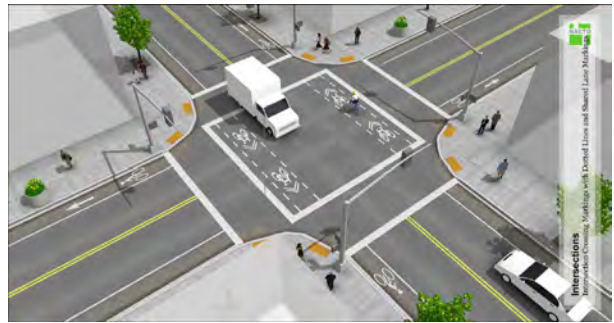
Through-intersection bikeway markings can be combined with the various types of pedestrian crosswalk markings (**Figure 4.79**), based upon unique site characteristics, safety objectives, and community goals/desires.

Figure 4.79 – Intersection Treatments: Through-Intersection Bikeway Markings

Dashed white lines



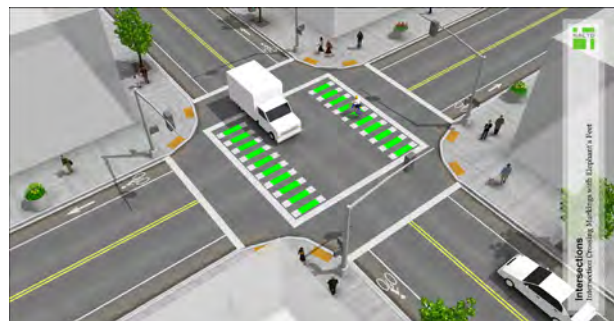
Shared lane markings outlined by continuous dashed white lines



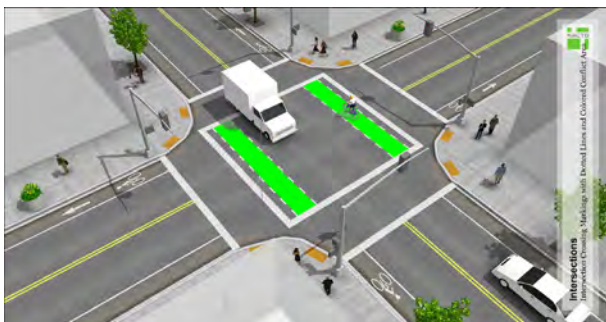
Thick, dotted lines (called “elephant’s feet”)



Green striping outlined by thick, dotted lines (elephant’s feet”)



Continuous, solid colored pavement, outlined with the dashed white lines (or “elephant’s feet”)

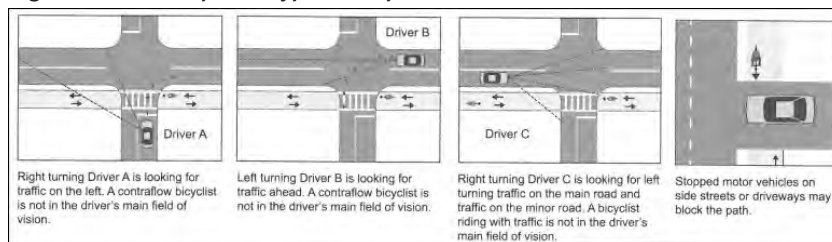


Off-Street Bikeways (Sidepaths/Multiuse paths)

Intersection design and treatments are also important for the safety and success of off-street facilities (sidewalks, sidepaths, and multiuse trails). Once again, designs must address all potential conflicts. In the case of off-street facilities, understanding turning movements and typical cones of vision becomes especially important. Design principles that should be applied when creating off-street facilities include reducing the number of driveway crossings; reducing driver speeds at conflict points; and heightening driver and trail user awareness at intersections and driveways. Strategies to heighten awareness include: installing signage, enhanced lighting, ensuring adequate sight lines, and creating highly visible crossings through the use of pavement color, striping, and/or surface texture.

²³ For more information on crosswalks, see http://www.pedbikeinfo.org/planning/facilities_crossings_crosswalks.cfm.

Figure 4.80 - Examples of typical sidepath conflicts / issues:



Source: FHWA/AASHTO

Intersection and Crossing Treatments for Pedestrians

A pedestrian crossing can be defined as any location where the pedestrian leaves the sidewalk and enters the roadway. However, pedestrians do not have the right-of-way at all such crossings. Pedestrian crossings where the pedestrian does have the right-of-way include (marked) midblock crossings and crossings at intersections. Crosswalks are implied at all intersections whether or not they are marked. Midblock crossings are only created if a marked crosswalk is provided. All marked and unmarked crosswalks and midblock crossings should be designed for the safety and accessibility of all pedestrians.

Crosswalk markings, if provided, are used to define the pedestrian path of travel across the roadway, to increase visibility, and to alert drivers to the presence of the crosswalk. Marked crosswalks should be designed in accordance with the MUTCD, Section 3B.18, and the proposed Public Rights of Way Accessibility Guidelines.²³ The minimum width for a crosswalk, per the MUTCD, is six feet, though eight feet or more is preferred.

In addition to crosswalks, certain traffic calming features – some of which have been mentioned above and for which more information can be found in **Appendix I** – are recommended to assist pedestrians (and bicyclists) at intersections and other crossing locations. See also, CMAP's Complete Streets Toolkit, at <http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/complete-streets>.

The following examples illustrate typical intersection treatments that can be used by the Village to create safe and efficient intersections and crossing locations for pedestrians. (All images from CMAP staff.)

Pedestrian Crossing Example A – Parallel Lines Crosswalk

This example illustrates a pedestrian crossing that is identified by two parallel solid white lines through the intersection. Although crosswalks with parallel markings are permitted by the MUTCD, they are less visible to motorists than crosswalks with ladder striping, and are therefore not recommended except for low volume local streets.

Pedestrian Crossing Example B – Continental Crosswalk

This example, called the “continental” or “high visibility” (longitudinally striped) crosswalk design consists of wide striped white lines, parallel to the direction of traffic, that define the pedestrian route. The lines should be 12 to 24 inches wide, separated by gaps of 12 to 60 inches. The design of the lines and gaps should, if possible, be placed so that the lines avoid wheel paths.

Pedestrian Crossing Example C – Texture/Color Crosswalk

Different surface materials, such as brick, concrete pavers, and stamped asphalt, and/or colors can be used to increase awareness and visibility of pedestrian crossings, as well as contribute to the aesthetics of the streetscape. However, care should be taken to ensure that materials do not hinder or cause discomfort for persons using wheelchairs, walkers, strollers, or other mobility-assist devices. In addition, crosswalks should meet visibility, non-slip, and retroreflective – the ability to reflect light back – standards, as specified in the MUTCD.

Figure 4.81 - Example A: Parallel Lines Crosswalk



Figure 4.82 - Example B: Continental Crosswalk



Figure 4.83 - Example C: Texture/Color Crosswalk



Pedestrian Crossing Example D – Pedestrian Refuge Island (Median)

Medians, or refuge islands, assist pedestrians (and bicyclists) in crossing both at intersections and at mid-block locations. On large, multi-lane roads, medians can be designed (in conjunction with signal timing and equipment) to divide a crossing into stages, or they can simply provide a refuge area should a pedestrian need or want a safe place to stop. Whenever possible, medians should be raised to provide a protected space, separated from traffic. Raised medians can also be easier for people with vision impairments who use a cane to detect and should be designed with a cut-through at street level or accessible ramps.

Pedestrian Crossing Example E (Traffic Calming) – In-street Pedestrian Crossing Signs

In addition to crosswalk markings, in-street pedestrian crossing signs may be installed at unsignalized intersections and midblock crossings to remind road users of the law regarding right-of-way at crosswalks and to alert drivers to use caution. In addition, in-street signs function as traffic-calming devices, reducing vehicle speeds by narrowing the travel way.

Pedestrian Crossing Example F (Traffic Calming) – Mini Traffic Circle

Mini traffic circles are raised small circular islands constructed in the center of relatively low-volume, low-speed residential street intersections. They are generally not intended for use where either street is an arterial, although they can be used along collector roads. Mini traffic circles reduce vehicle speeds by forcing drivers to change their travel path to maneuver around the circle, and can also be seen as an aesthetic enhancement, contributing positively to the quality of the streetscape.

Figure 4.84 - Example D: Pedestrian Refuge Island (Median)



Figure 4.85 - Example E: In-street Pedestrian Crossing Signs (Traffic Calming)



Figure 4.86 - Example F: Mini Traffic Circle (Traffic Calming)



Intersection and Crossing Location Recommendations

Currently, major arterials along bikeway corridors are challenging to cross by bicycle or on foot. **Figure 4.88** identifies proposed intersection, crossing, and other spot location improvements. High priority improvements are located, in most cases, along existing and proposed bikeways and at or near the crossings of major arterial roads. A number of priority locations have been discussed above, in relation to multi-use paths and on-street bikeways.

It is recommended that the Village focus initially on short-term, relatively easy improvements (repainting/ restriping, signal adjustments, bike route signage) at the intersections and other locations shown on **Figure 4.88**. Over the long-term, when intersections undergo reconstruction or major upgrades, the Village should incorporate more complex and long-term solutions and treatments to improve pedestrian and bicyclist safety and comfort (see below and **Appendix K**). It should be noted, however, that many of the recommended intersections to be improved are under IDOT (or Cook County's) jurisdiction. The Village should therefore closely and continuously monitor those agencies' annual and multi-year programs and, when projects within the Village are scheduled or indicated, the Village should coordinate with the appropriate entities to ensure that effective, robust pedestrian and bicycle accommodations are included as part of project purpose-and-need, scope, and design.

Walnut-Ridge at Northwest Highway

The north-south “Kennicott” bicycle framework route diverges from Kennicott at Oakton Street in order to utilize Walnut/Ridge Avenue to cross Northwest Highway and the UP tracks. This intersection/crossing was identified by the BPAC as a high priority project, where bicycle improvements are needed. Along the “Kennicott” framework route, the intersection is heavily utilized as one of very few safe (signalized) crossings of Northwest Highway in this part of the Village. Given the importance of this crossing, it is recommended that the Village consider engineering and design treatments to carry the proposed bikeway on Walnut/Ridge (on-street bike lanes from Elm to Campbell) through the intersection of Northwest Highway. Improvements for this intersection are schematically represented in **Figure 4.83**. The proposed bike lanes, as well as potential treatments at the intersection – including bike boxes, route signage, enhanced crosswalk and through-intersection bikeway markings, curb ramps, enlarged queuing areas, etc. – are conceptually illustrated in **Figure 4.87**. Installation of bike lanes may entail the removal of underutilized on-street parking on Walnut and the enforcement of restrictions against sidewalk parking at automobile repair businesses along the route near Northwest Highway.

Figure 4.87 - Walnut/Ridge at Northwest Highway, Intersection / Bikeway Design Concept



Figure 4.88 - Proposed intersection and spot location improvements

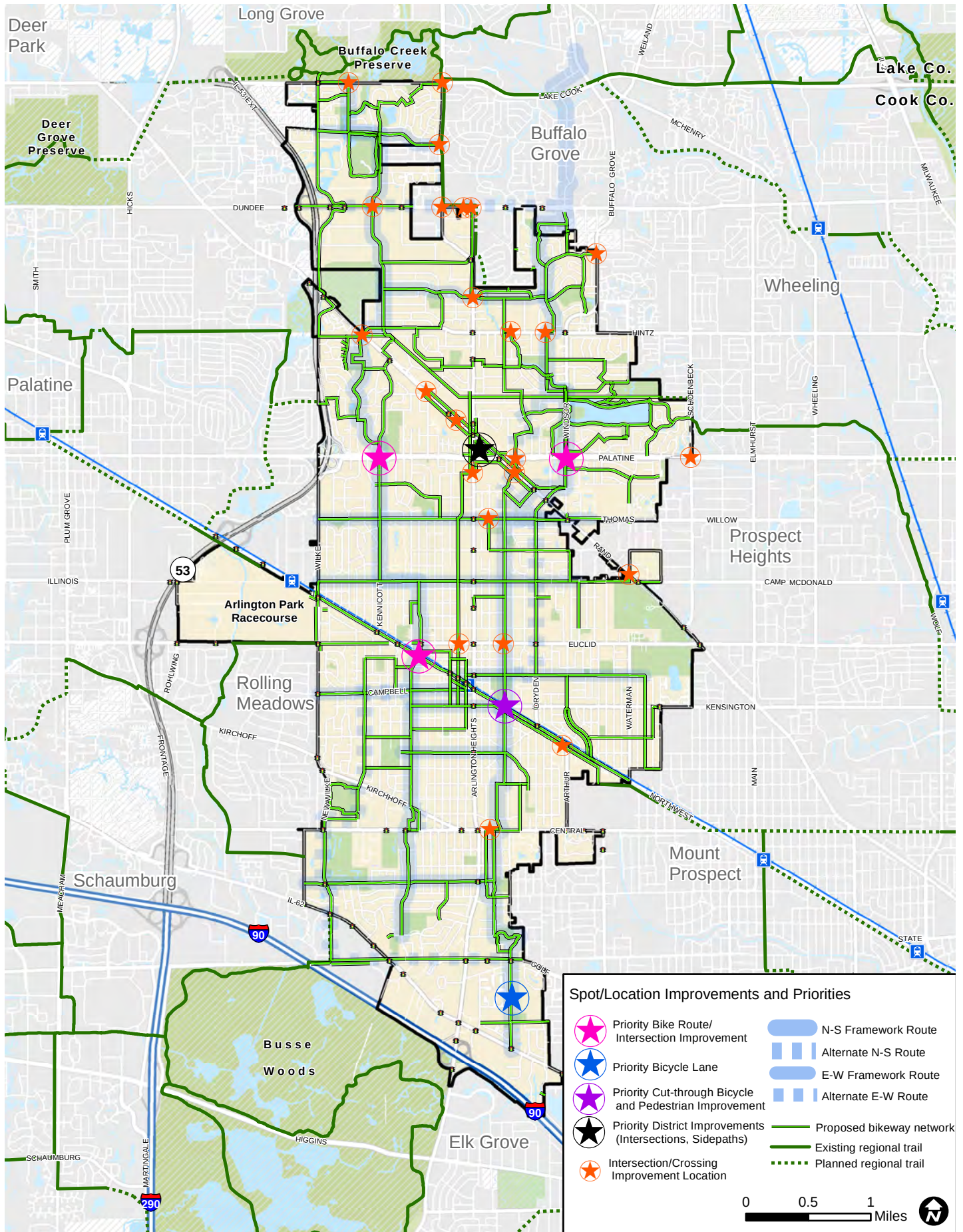
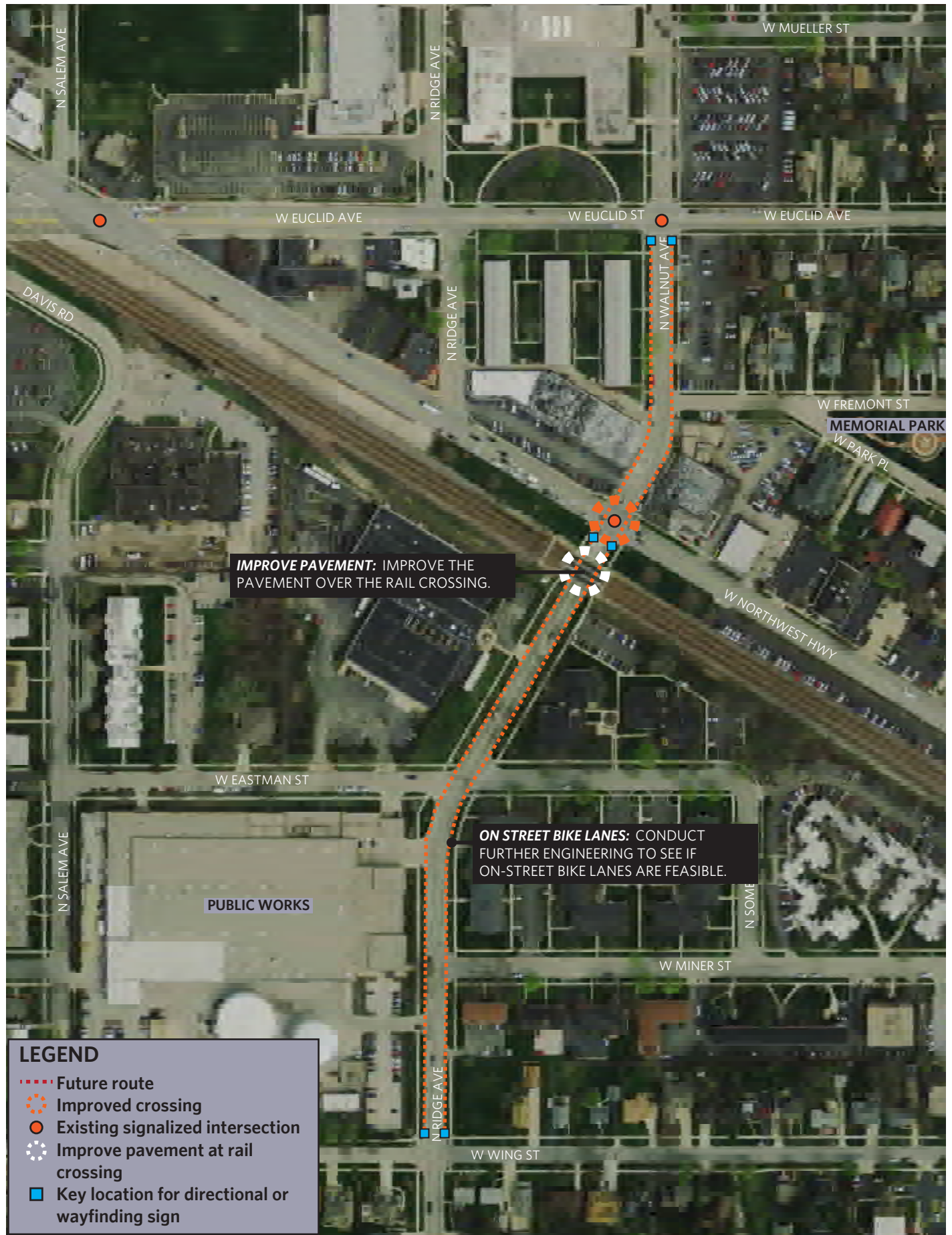


Figure 4.89 - Walnut-Ridge at Northwest Highway, Intersection / Bikeway



Euclid Avenue, traffic calming

Figure 4.86 provides a conceptual design for bicycle and pedestrian enhancements in the form, primarily, of traffic calming (mini traffic circle and high visibility crosswalks) at the intersection of Douglas and Euclid, which is located along the Dryden/Douglas framework route and which was identified by the BPAC and other stakeholders as a difficult crossing for bicyclists. (See *Figure 4.86* and *Appendix K* for more information on mini traffic circles.)

Mini traffic circles function most effectively when deployed along a corridor or throughout a neighborhood. Potential high priority corridors in the Village for this and other traffic calming treatments include Euclid, Thomas, and other two-lane framework bike routes that pass through residential neighborhoods on low-speed, low-volume streets. Segments of Oakton, Park, Sigwalt, and Campbell, White Oak, and other framework routes may also be appropriate locations/corridors.

Figure 4.90 - Mini traffic circle at Euclid and Douglas



Figure 4.91 - Potential corridors / locations for installation of mini traffic circles



Euclid Avenue, between Chestnut and Douglas (top image); Thomas Street, between Yale and Ridge (bottom image)

Additional Intersection and Spot Improvement Location Examples

In addition to spot location improvements identified by the BPAC as high priorities, a number of other important locations have been identified through existing conditions analysis and stakeholder engagement, either as in need of enhancements to increase safety and comfort for pedestrians and bicyclists (especially along popular framework routes), and/or because they offer an appropriate context and unique opportunity to implement and test design treatments that – should they prove useful, effective, and popular – may be utilized on a wider scale in other locations throughout the Village. They are intended, therefore, as examples of “typical” intersection treatments and also of the type of locations where such treatments may be most effective.

Hintz Road at Rand

Figure 4.92 illustrates a conceptual design for the signalized intersection of Hintz and Rand Road (here, five lanes), along the Kennicott framework route. The treatment consists of heightened, enhanced on-street markings through the intersection (and on approaches). These include green-backed shared lane markings (currently requiring FHWA permission to experiment), bike boxes, and through-intersections markings.

Dunton at Euclid

Bike boxes are bicycle-specific intersection treatment that can be used to enhance framework routes and improve bicyclist safety and visibility. Bicycle boxes are a common feature of bicycle boulevards.

Figure 4.93 provides a conceptual illustration of this treatment at the signalized intersection of Dunton and Euclid, which is located along a proposed bike route (on Dunton Avenue) and adjacent to important bicycle destinations (the Arlington Heights Memorial Library and the downtown Metra station).

Figure 4.92 - Hintz Road at Rand Road

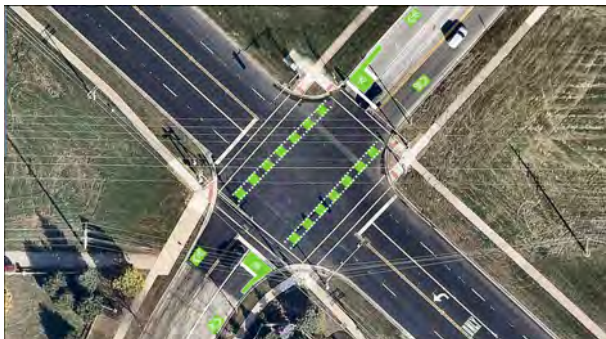


Figure 4.93 - Dunton and Euclid, Bicycle Boxes



Thomas at Belmont

Figure 4.94 offers a conceptual illustration for the installation of raised center medians at the intersection of Belmont and Thomas, which are both bicycle routes, and which was identified by the BPAC and through the plan's public engagement process as a difficult crossing for both pedestrians and bicyclists.

Rand at Waterman

Figure 4.95 provides another example of conceptual design improvements for an uncontrolled crossing location (along a high volume, high speed road), to improve safety. This location, at Rand and Waterman – also along a proposed bikeway providing access to John Hersey High School from the south, includes installation of a raised center median, a pedestrian hybrid beacon, new sidewalk connections and marked crosswalks, and enhanced lighting.

Palatine at Eastwood

Figure 4.96 illustrates potential improvements aimed at increasing safety (primarily through enhanced visibility) for bicyclists and pedestrians at crossings of large, multi-lane roadways (here, Palatine Road) at uncontrolled locations. The intersection/crossing is in the 'Triangle District' and along a proposed bicycle route. The design concept presented here takes advantage of the existing wide raised median, as well as nearby signalized intersections (which help slow and create gaps in traffic). The design should include installation of either a pedestrian hybrid beacon or RRFB to enhance awareness and increase compliance with stopping laws.

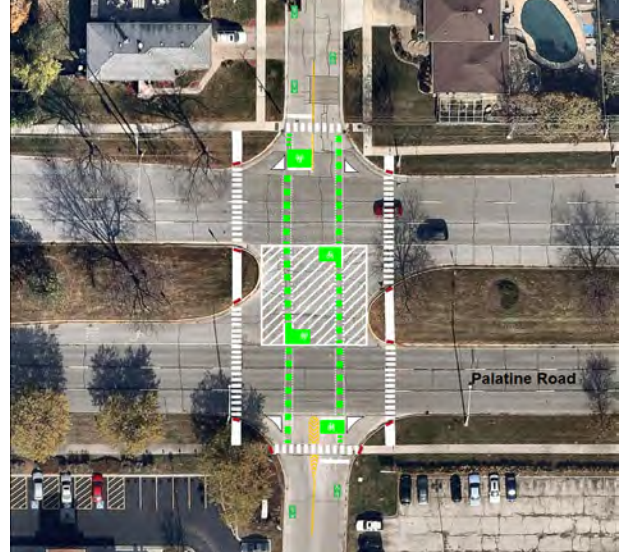
Figure 4.94 - Thomas and Belmont, Center Refuge Islands



Figure 4.95 - Rand at Waterman, Crossing Improvements Concept



Figure 4.96 - Palatine at Eastwood, Crossing Improvements Concept



Chapter 5

POLICIES, PROGRAMS, CULTURE AND IMPLEMENTATION



This chapter supplements the physical improvements recommended in the previous chapter with education, enforcement, and regulatory policies and programs that the Village and others should consider. The chapter ends with prioritized implementation strategies to assist with developing the interconnected bicycle and pedestrian system envisioned in this plan.

Policies

Incorporate Projects into the Village's Capital Improvement Program

Many of the recommendations of the Bicycle and Pedestrian Plan require infrastructure investments that should be added into the Village's Capital Improvement Program (CIP).²⁴ As streets are improved or resurfaced, the Village should implement projects to improve pedestrian and bicyclist safety and circulation, including on-street pavement markings, new or improved signage, and intersection improvements. Funds for the maintenance of facilities should also be budgeted.²⁵

²⁴ A copy of the current CIP is posted on the Village's website at http://www.vah.com/assets/1/finance_department/2016-2020_CIP_Executive_Summary.pdf.

²⁵ U.S. DOT's Federal Highway Administration recently published the workbook, "Incorporating On-Road Bicycle Networks into Resurfacing Projects." The workbook provides step-by-step instructions for how agencies and communities can integrate bicycle facilities into their resurfacing programs. See http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/.

Implement the Village's Complete Streets Policy

With the adoption of Arlington Heights' Complete Streets Policy (2013), the Village made a commitment to ensuring that all streets and rights-of-way are designed and operated to enable appropriate and safe access for all users. Improvements to the streets and public rights-of-way should advance the Complete Streets Policy goal of making the street network better and safer for all users. This plan provides specific projects at specific locations, which will help the Village achieve this goal. Although what constitutes a Complete Street varies according to context (surrounding land use, roadway functions and typology, existing and future travel needs, and community desires as expressed in plans and policies), pedestrian and bicycle elements that should be considered in all street improvement projects include: new or improved sidewalks and bicycle facilities; enhanced, safer crossings; and intersection improvements.

Coordinate with the Village's Development and Regulations Processes

Adopt a bicycle parking ordinance

The Village should continue to refine and further develop its proposed bicycle parking ordinance to ensure that it meets the various needs and goals of the community. The Village should require that convenient, functional bicycle parking is incorporated as part of new development projects, particularly for commercial and multi-family residential uses. Not only should the number of bicycle parking spaces required per land use or development type be provided, but the regulations should also include information and requirements on the type(s) of bicycle racks that should be used for different contexts/locations and on the distance(s) from primary entrances. In addition, the ordinance should provide details on how the Village will monitor and enforce the ordinance (i.e. plan review, field audits, etc.).²⁶

Provide adequate bicycle parking

Regardless of adoption of a bicycle parking ordinance, the Village should continue and expand efforts to provide adequate bicycle parking. Currently there are bike racks at locations throughout the Village, including schools, parks, Metra stations, the Public Library, Village Hall, and other downtown locations, as well as outlying commercial districts, installed by various public and private entities. High-quality, covered parking exists at the downtown Metra station and in nearby parking garages. However, not all destinations are equally well-served, nor are all racks of high quality or utility. The Village should install and/or upgrade bicycle parking infrastructure at destinations along bike routes and at important destinations where the existing bike racks are sub-standard or non-existent. In addition to Metra stations, the downtown area, and schools, important destinations include major employment centers, commercial districts, community facilities, multi-family developments, and recreational destinations.

Support walkability through design and development processes

The Village Planning and Community Development department, which oversees and administers development regulations, permitting, site and building plans, signage, and beautification projects, should continue to support walkability and require safe and convenient pedestrian access to buildings and developments through the design and development review process and the encouragement of high-quality, pedestrian- and bicycle-friendly design. The recent Hickory/Kensington Area Design Guidelines (2014) provide an example of the type of document that can help to ensure walkability.

²⁶ The Association of Bicycle and Pedestrian Professionals has produced a very useful guide, Bicycle parking Guidelines, 2nd Edition (2010) and the Essentials of Bike Parking: Selecting and Installing Bike Parking that Works, both available at <http://www.apbp.org/?page=publications>. In addition, several communities from around the country have adopted robust policies that may serve as models, including Cambridge, MA (http://www.cambridgema.gov/~media/Files/CDD/Transportation/Bike/Bicycle_Parking_Guide_20130926.ashx) and <http://www.cambridgema.gov/CDD/externallinks/zoningordinance/article6>), San Francisco, CA (<http://www.sf-planning.org/index.aspx?page=3470>), Washington DC (<http://ddot.dc.gov/page/bicycle-parking-regulations>), and Meridian Charter Township, MI (<http://ecode360.com/28784097>). See *Appendix M* for some important issues in bicycle parking regulations identified by APBP members in a recent exchange on the Associations Discussion Forum.

Strengthen interdepartmental cooperation and coordination

Coordination between Arlington Heights' Planning and Community Development Department and the Engineering and Public Works Departments is crucial to the successful implementation of this plan and to advancing bicycling and walking as transportation. Coordination on all development projects must begin early, in the concept development stage, and should continue through the financial, budget, cost estimation, design, and construction phases. Design review for architecture, urban design, and beautification projects should be coordinated between departments to achieve outcomes that improve conditions for bicycling and walking.²⁷ In addition, the Village should also continue to work with adjacent communities, County government, regional agencies, IDOT, and other partners/stakeholders to cooperate on planning and implementation efforts.

²⁷ http://www.vah.com/departments/planning_and_community_development/design.aspx

Consider pedestrian access to buildings and developments

To encourage walking by all types of pedestrians, walking must be safe, comfortable, and enjoyable. New developments should be required to include new or improved sidewalks. In addition, consideration of the first 30 feet in front of the building and its relationship to a new or existing sidewalk is important, including materials and textures used, architectural details, window coverage (amount of transparent glass), and amenities such as seating, shade, and landscaping. Street trees planted along parkways, with buildings fronting the street, and parking lots in the rear, give pedestrians a more enjoyable experience. Consolidating and limiting the number of driveways along mixed-use or commercial corridors can help create a safer pedestrian environment by reducing the number of conflict locations.

Pedestrian travel in and through parking lots should also be considered in development regulations and design review. Landscaping and shading, breaks in fencing along parking lots/property lines, curb bumpers along sidewalks, pedestrian-scale lighting, and protected walkways between parking rows should all be considered. Use or so-called "goat-paths" indicate desired routes for pedestrians, and can help the Village retrofit areas to better accommodate pedestrians.

Figure 5.1 - Commercial center at the heart of a walkable neighborhood



Source: Dover Kohl Planners

Encourage pedestrian-friendly land use and development patterns

Mixed-use development – where different land uses are in close proximity (typically vertically mixed) and which generally make use of good urban design principles – encourages walking. Allowing retail establishments within residential districts at “neighborhood centers” helps support walking and walkability. Narrow streets and short blocks also help create a pedestrian-friendly environment. In a community like Arlington Heights, which is largely built-out, narrower streets (or the perception of narrower streets) can be achieved through road diets and/or narrowed lanes and addition of bike lanes. In areas with large blocks or cul-de-sacs, the roadway network can be supplemented with pedestrian and bicycle cut-through paths. For future developments, road connectivity and pedestrian friendly design features should be assessed as part of the development or subdivision review processes.

Arlington Heights has already implemented these practices in the downtown area with great success. A rule of thumb for successful, pedestrian-friendly commercial development is that streets should be “busy with traffic, yet narrow enough that pedestrians on one side of the street can see storefronts on the other side.”²⁸ This is typically achieved by having one travel lane in either direction, on-street parking, and (when along a bikeway) bicycle lanes.

²⁸ Tumlin, Jeffrey, ed., *Sustainable Transportation Planning: Tools for Creating Vibrant, Healthy, and Resilient Communities* (Hoboken, NJ: Wiley & Sons, 2012).

²⁹ For more information on parking, see CMAP’s guide, *Parking Strategies to Support Livable Communities*, at <http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/parking>.

Figure 5.2 - Pedestrian access at shopping centers



Source: Human Transit

Allow for reductions in parking requirements

Minimum parking requirements should be evaluated for their efficacy and appropriateness – especially in mixed-use and transit-oriented areas – since there are many factors that affect mode choice and one size may not fit every situation. In addition, private developers are well equipped to determine how much parking is required by the market. Some suburban communities in the Chicago area (such as Glen Ellyn and Elmhurst) have eliminated parking requirements in their downtown areas to promote development of small-parcel businesses and walkability. In cases where a community wants to keep requirements, there will typically still be opportunities for lowering the overall quantity of parking and promoting design that encourages and welcomes other modes of transportation. Some communities create parking maximums to prevent auto-oriented development in pedestrian zones.²⁹

Undertake Bicycle and Pedestrian Counts

The Village should develop a program to count bicyclists and pedestrians at key locations throughout the Village. The information gathered can help the Village determine the need for bicycle and pedestrian accommodations and the types of accommodations that may be most appropriate for the numbers and types of users observed. In addition, agencies and communities who can show clear evidence of use are more likely to receive funding for projects through competitive federal and state grant programs.³⁰

Implement Existing Plans

The Village of Arlington Heights has a number of existing plans and studies that include recommendations for improving pedestrian and bicycle circulation. Examples of key plans include the Comprehensive Plan, Downtown Master Plan, Thoroughfare and Transportation Policy Plan, and the Hickory/Kensington Area Plan. The Village should continue to implement relevant recommendations in these plans whenever feasible.

³⁰ More information on bicycle and pedestrian count program and how to set up a robust program can be found in the online Guide to Bicycle & Pedestrian Count Programs (developed by Portland State University's Initiative for Bicycle & Pedestrian Innovation), at <https://www.pdx.edu/ibpi/count>. See also the recently published white paper by Alta Planning + Design, "Innovation in Bicycle and Pedestrian Counts: A Review of Emerging Technology," at http://altaplanning.com/wp-content/uploads/Innovative-Ped-and-Bike-Counts-White-Paper_Alta-Planning-Design.pdf. Additional information and resources can be obtained through the National Bicycle and Pedestrian Documentation Program (<http://bikepeddocumentation.org/>). TRB's National Cooperative Highway Research Program (NCHRP) Report 797: Guidebook on Pedestrian and Bicycle Volume Data Collection describes methods and technologies for counting pedestrians and bicyclists, offers guidance on developing a non-motorized count program, gives suggestions on selecting appropriate counting methods and technologies, and provides examples of how organizations have used non-motorized count data to fulfill their missions. It is available at <http://www.trb.org/Main/Blurbs/171973.aspx>.

Programs

Create Program and Events that Foster Active Transportation

To help strengthen the culture for bicycle use and walking within Arlington Heights, while continuing to build a safe network of transportation options, the Village and its partners should create and administer the following programs and events: educating residents about rules of the road and how to interact with other modes is essential for safe travel, regardless of which mode is chosen; educational opportunities targeted towards both children and adults can promote safer interactions between road users; and encourage more walking and bicycling.

Encourage students and adults to walk and bike to school and work

The Village should continue to host and participate in special events that encourage walking and biking for all age groups and levels of mobility. Suggestions for encouraging walking and biking in Arlington Heights include special events such as “bike to work week” and “walk/ride to school days.” International Walk to School Day is the first Wednesday in October and Bike to School Day is in early May.³¹

A common action that is often undertaken as part of a Safe Routes to School program – either as a one time or ongoing event – is a “walking school bus.” A walking school bus is essentially a group of children walking to school with one or more adults; some programs include signs, banners, and other accoutrements to make the event more fun and to communicate it to others. The walking school bus can be as simple as two families taking turns accompanying the children as they walk to school or be more structured with designated routes, schedules, and meeting points.³² Similar to a walking school bus is a bicycle train, where a group of interested students ride bikes to school in an organized and safe way.³³

For adults, formal and informal programs organized by employers or groups of employees to encourage walking at work – usually in small groups and at lunchtime – are popular and provide proven health and morale benefits.³⁴ National Walk @ Lunch Day is in late April. These and other special events should be organized and promoted by the Village through collaborations between Village departments (Manager’s and President’s Office, Police, Health Services, etc.), the School and Park Districts, or partnerships with not-for-profit private sector health or active transportation organizations, and for-profit businesses, like bicycle shops, health care providers, sporting goods and outdoor product stores, etc.

³¹ More information about walking and biking to school can be found at <http://www.walkbiketoschool.org/>.

³² Additional resources and a guide to starting a walking school bus program are available: <http://www.walkingschoolbus.org/>.

³³ Maine DOT has published a guide to creating a Bicycle Train: <http://www.maine.gov/tools/whatsnew/attach.php?id=362609&an=1>.

³⁴ See California’s “Guide to Establishing Worksite Walking Clubs,” at <https://www.cdph.ca.gov/programs/cpns/Documents/Network-FV-WP-WalkingClubTool.pdf>.

³⁵ For more information on the Community Bike Rides, see the BPAC website, at http://www.vah.com/government/commissions/bicycle_commission.aspx.

Continue and expand community biking and walking events

³⁶ See <http://openstreetsproject.org/>.

The AH BPAC held three Community Bike Rides in 2015, under the brand name “Bike Arlington Heights,” to explore Village bike routes and neighborhoods.³⁵ However, these events (and others of the type) also help raise awareness of bicycling, introduce cyclists to each other, encourage more people to bicycle (for transportation and recreation), and provide an opportunity for teaching safe cycling techniques. Broadly, they help develop a supportive environment and culture for bicycling (and walking, when that is the focus). Such events are also opportunities for disseminating informational materials that communicate the benefits of walking and bicycling.

The Village should participate in and be supportive of special community events designed to encourage walking and biking for all age groups and levels of mobility. Events may be organized by the Village, BPAC, the Park District, the School District(s), or through a partnership between these and/or other entities. Events should be organized and advertised in such a way as to engage a variety of residents. For example, advertisements can be published in multiple languages to engage immigrant or non-English-speaking residents or communities.

Open Streets Events

Open Streets events, which are known by many different names and take many different forms, are growing in popularity around the country and the world. An Open Streets event typically consists of a temporary closure of a street, a section of a street, or a network of streets to vehicular traffic in order to allow unrestricted walking, bicycling, and other active, recreational activities (dancing, exercise classes, etc.). Open Streets events can be annual events or occur more often, such as once a week. The Village should consider such an event in the downtown area and work with the BPAC and other interested commissions or groups, local businesses, and residents to determine the appropriate location and format for the event.³⁶

Figure 5.2 - Open Streets event



Source: MN Bike Trail Navigator

Support bicycle riding education

Programs aimed at increasing knowledge, visibility, or enthusiasm for riding bicycles can help change the travel behavior of individuals and make active transportation safer. The Village can carry out such programs out on its own or in collaboration with other entities, including police and fire departments, transportation agencies, a local school or university, the Active Transportation Alliance, private companies, non-profit organizations, and other stakeholder groups interested in promoting sustainable and active transportation.³⁷

- The Village, through a partnership with the Township and Park District, currently offers Safety Town education for young children, which includes bicycle and pedestrian safety. In addition, the BPAC and Arlington Heights Cycling Club conduct bicycle safety training for adults. In addition to these activities, the Village should partner with the Police Department and School District(s) to ensure that the driver education curriculum includes material on how to safely share the road with cyclists and pedestrians.
- The Village should also promote and utilize the Ride Illinois' (formerly League of Illinois Bicyclists) online Bike Safety Quizzes for children, adult cyclists, and motorists.³⁸ To encourage taking the quizzes, the Village or other entities publicizing or utilizing the quizzes could offer promotional materials to anyone who completes a quiz and presents the completion certificate (which the website provides), and/or enter the successful quiz takers in a prize drawing.
- The BPAC should consider creating an ambassador program to promote walking and biking safely. Ambassadors could be members of the Commission, members of the Arlington Heights Cycling Club, local members of the Active Transportation Alliance, Police Department officers, or other volunteers. Ambassadors would attend events and visit local schools and community centers to provide information about walking and biking.

³⁷ For more ideas on youth and teen bicycle and pedestrian education programs and curricula, see Walk Bike to School's list of resources at <http://www.walkbiketoschool.org/keep-going/ongoing-activities/classroom-curricula>, as well as page 71 of Wheeling's Active Transportation Plan13, completed by the Active Transportation Alliance in 2013, at <http://www.cmap.illinois.gov/programs-and-resources/ita/wheeling>.

³⁸ See <http://www.bikelib.org/safety-education/online-bike-safety-quizzes/>.

Figure 5.3 - Elk Grove Township Safety Town



Source: Elk Grove Township

Develop and Make Materials Available About Walking and Bicycling in Arlington Heights

The BPAC produces the Village of Arlington Heights Bikeways Map, an online bicycle planning and bicyclist's user map. The Village should consider separate maps for users (navigation) and bikeway planning, as they serve different purposes. Both maps should be made available to the public online, but the user map should also be available as a paper copy and, potentially, as an app. The map should include bike parking locations and bicycle shops, as well as important destinations. It should also be advertised and disseminated widely, through the Village administration, police, Park District, schools (at school assemblies, etc.), and at farmers markets and other community events.

Other materials that the Village should consider to advance safe bicycling and walking include: walking maps, safety pamphlets, tips for commuters, school walking route maps, Arlington Heights-specific information on public transit (including bikes-on-transit rules and procedures), and flyers or brochures covering relevant state and municipal laws, regulations, and policies. For an example of both an effective means of dissemination and of good content for a safety brochure (safe driving and share the road tips), see the City of Chicago Department of Transportation pamphlet, which was mailed to 1.5 million car owners with their annual registration renewal papers.³⁹

Examples of walking maps and other useful resources, materials, and ideas to promote walking are available at Feet First: Promoting Walkable Communities, at <http://www.feetfirst.org/>. A resource for piloting walking and other signage at low costs is Walk Your City, at <https://walkyourcity.org/>.⁴⁰

³⁹ See <http://1.usa.gov/1BmUBDe>.

⁴⁰ Additional resources are available at the Walkable and Livable Communities Institute, at <http://www.walklive.org>



Source: CDOT

Improve enforcement around school zones and at crosswalks

The best way to reduce speed and increase safety is to design streets that calm traffic, rather than searching for and penalizing dangerous roadway users. Nevertheless, enforcement that targets illegal motorist behaviors that especially endanger pedestrians and bicyclists can also be helpful in creating a safer community. The Village should work with the Police Department and local School Districts to ensure that vehicles obey posted speed limits, stop at crosswalks when required (especially near schools and other priority locations), pass bicyclists in a safe manner, and do not use handheld devices while driving. This will not only help to keep students and residents safe, but will also reinforce a safe environment for walking and biking and help create a culture of road safety.

Provide training to police on bicycle and pedestrian safety issues and enforcement activities

In order to maximize the effectiveness of enforcement efforts, we recommend that police officers receive training on typical motorist behaviors that endanger pedestrians and bicyclists. Other training topics that can improve interactions between pedestrians and bicyclists and motorists and increase overall safety include: the common causes of bicycle and pedestrian crashes, dangerous bicycling behavior, how to handle investigations of bike and pedestrian crashes, and the rules of the road for people walking or biking.

In addition to these training programs, continuing and enlarging the Village's bicycle police patrol program will lead to improved officer understanding of local travel conditions and sources of conflicts between modes, as well as more common and friendlier interaction between residents and officers. It also provides officers a healthy form of exercise.

Pursue grants and alternative funding sources

The Village should continue to seek and pursue opportunities for grants and other funding sources to assist with plan implementation. The following are key examples of potential funding sources that should be monitored and pursued accordingly. For a number of programs (TAP, CMAQ, STP), the Village must complete Phase 1 engineering on its own, or obtain a Categorical Exclusion from IDOT, which allows them to conduct a simplified Phase 1 engineering study, or conduct no study at all. On-street projects that do not substantially alter the existing roadway may be eligible for Categorical Exclusion status.

*Illinois Transportation Enhancement Program (ITEP)*⁴¹

ITEP, administered by IDOT and consisting of the state's Transportation Alternatives Program funds (see below), provides funding for community-based projects that expand travel choices and enhance the transportation experience in communities. ITEP is designed to promote bike and pedestrian travel and streetscape projects and may be best used for the implementation of the bicycle and pedestrian infrastructure recommendations for both on-road and off-street facilities. Local match is required at levels that differ depending on the project type, and other federal transportation funds cannot be used as local match. For more information about ITEP, visit <http://1.usa.gov/1Bnxf0o>.

*Transportation Alternatives Program (TAP)*⁴²

TAP is a federal funding program that focuses on non-motorized transportation projects. TAP funds are administered by CMAP, and may be a good fit for Arlington Heights bicycle infrastructure projects. Among the criteria used to evaluate funding applications is a project's ability to either complete a segment or link to one or more (conceptual) trail alignments shown in CMAP's RGTP.⁴³ Phase 1 engineering is not, under most conditions, eligible for funding. Funded projects require a 20 percent local match, and other federal transportation funds cannot be used as local match. For more information about TAP, visit <http://www.cmap.illinois.gov/mobility/strategic-investment/transportation-alternatives> and <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>.

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

CMAQ is a federally funded program for surface transportation improvements designed to address air quality improvement and to mitigate congestion. The Village should consider CMAQ funding for multimodal intersection improvements, bicycle facility projects, multimodal/access-to-transit improvements (perhaps in partnership with Metra and/or Pace), bicycle parking, bike share, and other projects that can effectively replace motor vehicle trips and reduce congestion and/or air pollution. As with TAP, Phase 1 engineering is not normally eligible for funding; funded projects require a 20 percent local match, and other federal transportation funds cannot be used as local match. For more information about CMAP, visit <http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq>.

⁴¹ See <http://1.usa.gov/1Bnxf0o>

⁴² See <http://www.cmap.illinois.gov/mobility/strategic-investment/transportation-alternatives> and <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>.

⁴³ The RGTP is currently being updated. The plan update is expected to run through fall 2016. The existing plan shows several (conceptual) facilities passing through the Village of Arlington Heights.

Safe Routes to School

The Safe Routes to School Program (SRTS) is administered by IDOT. Illinois SRTS funds both infrastructure improvements to the physical environment as well as non-infrastructure projects, which will improve conditions for students who walk or bike to school (K-8). Eligible project sponsors include schools and school districts, governmental entities, and non-profit organizations. The program is a reimbursement program. Funded projects require a 20 percent local match. For more information about SRTS, visit <http://go.usa.gov/cvkYH>.

Surface Transportation Program (STP)

STP provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway (i.e. all public roads except local roads and rural minor collectors, per IDOT's functional classification system⁴⁵). However, it should be noted that certain project types, including pedestrian and bicycle infrastructure projects, bridge and tunnel projects, and transit capital projects (including intercity bus terminals) are not restricted by location. Local agencies that wish to participate in the Local STP (as opposed to State STP) must do so through their designated sub-regional council, according to the methodology of that council.⁴⁶ For more information about STP, visit <https://www.fhwa.dot.gov/specialfunding/stp/>.

Recreational Trails Program and Illinois Bicycle Path Program⁴⁷

The federal Recreational Trails Program is administered through the Illinois Department of Natural Resources to provide funding assistance for acquisition, development, rehabilitation, and maintenance of both motorized and non-motorized recreation trails. The RTP program can provide up to 80 percent federal funding on approved projects and requires a minimum 20 percent non-federal funding match. It is a reimbursement program and has a maximum grant award of \$200,000. No maximum grant award amount is set for acquisition projects and for motorized projects.

The Illinois Bicycle Path Grant Program was created in 1990 to assist in the acquisition, construction, and rehabilitation of public, non-motorized bicycle paths, and directly related support facilities. The program provides financial assistance up to 50 percent of approved project costs. Maximum grant awards for development projects are limited to \$200,000 per annual request; no maximum exists for acquisition projects. The Illinois Bicycle Path Grant Program is, at present, suspended until further notice due to state budget issues.

⁴⁵ For a map showing functional class, see <http://www.dot.illinois.gov/gettingaroundillinois/gai.htm?mt=fc>.

⁴⁶ Information on STP and sub-regional Councils of Mayors methodologies can be found at <http://www.cmap.illinois.gov/about/involvement/committees/advisory-committees/council-of-mayors/surface-transportation-program>.

⁴⁷ See <http://www.dnr.illinois.gov/AEG/Pages/FederalRecreationalTrailsProgram.aspx> and <http://www.dnr.illinois.gov/AEG/Pages/BikePathProgram.aspx>.

Index

Destinations

Arlington Heights Memorial Library	24, 38, 39-40, 116
Arlington Park International Racecourse	9, 38
Buffalo Creek Forest Preserve.....	9, 22, 54-55, 83
Buffalo Grove High School.....	63
Busse Woods Forest Preserve..	9, 22, 38-39, 54-56, 56, 83
Creskside Park	68
Des Plaines River Trail	39
Downtown Arlington Heights.....	38-39, 39
Forest View Education Center	83
Forest View Racquet & Fitness Club.....	83
Hersey High School	57, 63, 117
Kingsbridge Arboretum.....	56
Lake Arlington.....	38-39, 54, 85-88, 89
Nichol Knoll Park	51, 65
Palatine Trail	54
Prairie Park.....	84
Prospect Heights Bike Path	54
Recreation Park.....	38 - 39
Robert Morris University.....	83
Transit.....	16, 17, 29
Metra Station, Downtown Arlington Heights...	9, 28, 38, 116
Metra Station, Arlington Park	9, 28, 39, 65, 71, 90
Pace bus services.....	28
Wheeling Township Call-a-Ride service	28
The Triangle Area	19, 30, 57, 59, 60, 117
U.S. Post Office	90
Village Hall.....	22, 82

Recommended On- & Off-Street Facilities

Bicycle boulevard	44
Bicycle-detecting intersection technology	59, 67, 103, 105
Bicycle lanes	38, 45, 65, 74-90, 81, 84
Advisory	79
Buffered.....	62, 75, 77, 77-78, 85, 90
at intersections.....	105 - 108
Shared bicycle-parking lanes.....	22, 45, 82
Bicycle parking	39
Cut-throughs	64
Dryden/Douglas Route	44, 83, 85, 89, 115
Framework routes	44, 46, 74, 81-82, 95, 96, 99, 102, 115
Greenways	44
Kennicott Route.....	44, 61, 116
Lane diet	72, 74
Median refuge island.....	50, 58, 63, 67, 83, 85, 103, 111, 117
Mini traffic circles	111, 115
Paths	38, 45, 52, 53, 55, 109-111
Pedestrian countdown signals.....	103
Pedestrian Hybrid Beacon (PHB).....	55, 58, 103, 117
Road diet.....	74, 83-90, 85, 90
Shared bicycle-parking lanes	96-99, 99
Sharrows.....	45, 62, 91-95
Sidepaths.....	48-50, 52, 57-61, 58
Sidewalks.....	45, 58, 69-73, 70, 73
Back-of-curb	20
Missing segments	20, 39, 71, 72
Signed bicycle route	45, 56
Trails.....	47, 52, 56
Access	55-56
Commonwealth Edison right-of-way	22, 54

Roads, Paths, and Cut-Throughs

Algonquin Road	22, 30, 56, 59
Arlington Heights Road	30, 39, 59.
See also The Triangle Area	
at Interstate	90, 71
Arthur Avenue	94
Belmont Avenue	58, 117
Bradford Drive	58
Brighton Place	58
Burr Oak Street	97-98, 98
Burton Place	58
Campbell Street	98, 115
Central Road	20, 22, 58
Charles Street	68
Clarence Avenue	60, 64, 70, 72
Cleveland Avenue	94
Crabtree Drive	86
Davis Street	22, 76, 78, 82, 94
Dorothy Avenue	68
Douglas Avenue	115
Union Pacific underpass	66-67
Dryden Avenue	64, 88, 94
Dundee Road	22, 30, 57, 63
Dunton Avenue	116
Eastwood Drive	117
Euclid Avenue	26, 90, 115
Falcon Drive	22, 83
Fernandez Avenue	56
Goebbert Road	78, 83, 84

Golf Road	22, 30, 56, 57, 59
Harvard Avenue	68
Hintz Road	50, 58, 80, 94, 116
Illinois Route 53	30
Interstate 90	30
Kennicott Boulevard at Palatine Road	61-62, 62, 71
Kensington Road	66, 67
Lake-Cook Road	30, 55
Northwest Highway	22, 57, 65, 67, 112
Oakton Street	80, 98, 115
Old Arlington Heights Road	57, 63
Olive Street	71
Palatine Road	39, 117
See also The Triangle Area	
Park Street	93, 115
Rand Road	20, 57, 71, 94, 116, 117
See also The Triangle Area	
Schaefer Road	55
Sigwalt Street	22, 82, 115
Thomas Street	57, 76, 115, 117
Tonne Drive	22
University Drive	76
Vista Road	58
Walnut Avenue	112, 114
Waterman Avenue	117
White Oak Street	98, 115
Wilke Road	20, 55, 56, 65, 70, 71, 83, 85
Windsor Drive	57, 58, 64, 83, 85, 85-88, 89

Referenced Resources & Organizations

Americans with Disabilities Act (ADA)	28, 52, 59, 60, 66, 103, 104
Arlington Heights Bicycle Club (AHBC)	37, 55, 56, 126
Bicycle Policy Plan (Arlington Heights, 1996)	43
Bikeways Map (Arlington Heights, 2014)	43, 83
Capital Improvement Program (Arlington Heights, 2016-2020)	43
CMAP's Regional Greenways and Trails Plan	22, 85
Complete Streets Policy (Arlington Heights, 2013)	43, 57, 119
Comprehensive Plan (Arlington Heights, 1997)	43, 123
Cook County Dept of Transportation and Highways (DOT)	55, 57
Downtown Master Plan	123
Elk Grove Township	126
Existing Conditions Report (CMAP, Arlington Heights)	44
Federal Highway Administration (FHWA)	79, 86, 116
Future Land Use Map Update (Arlington Heights, 2013)	43
Hickory/Kensington Area Design Guidelines (2014)	120, 123
Illinois Department of Transportation (IDOT)	55, 57, 65, 72
Lake County DOT	55
League of American Bicyclists Bicycle Friendly Communities	42
Manual on Uniform Traffic Control Devices	91, 96-97, 100, 109
Northwest Municipal Conference Bicycle Plan	22, 57
Public Rights of Way Accessibility Guidelines	109
Strava	44
Thoroughfare and Transportation Policy Plan (2012)	43, 123
Union Pacific	28, 51, 66, 114
Village of Arlington Heights Capital Improvement Program (CIP)	119
Wheeling Township	28

Neighboring Communities

Buffalo Grove	16, 28
Elk Grove Village	16
Mount Prospect	16, 83
Palatine	16, 54
Prospect Heights	28, 54, 57
Rolling Meadows	9, 16, 22, 56, 90
Schaumburg	16
Wheeling	28, 126



Chicago Metropolitan
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The Chicago Metropolitan Agency for Planning (CMAP) is our region's comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.



Village of Arlington Heights Bicycle and Pedestrian Plan Appendices

March 2017



Table of Contents

APPENDIX A.....	4
APPENDIX B.....	20
APPENDIX C.....	22
APPENDIX D	28
APPENDIX E.....	30
APPENDIX F	42
APPENDIX G.....	58
APPENDIX H	62
APPENDIX I.....	66
APPENDIX J.....	76
APPENDIX K.....	80
APPENDIX L	86
APPENDIX M.....	88

Appendix A

Visioning Charette

Notes

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

- On some streets in town, drivers tend to speed. These streets could benefit from stop signs or traffic control.
- There is no consistency in cross-walk markings.
- There is a lack of protected (and designated) bike lanes or sidepaths.
- Biking improvements should be made:
 - From Golf to Kirchoff on New Wilke Road
 - From Arlington Heights Road and Rand Road and Palatine Road (“the triangle”)
- Walking improvements should be made:
 - At Arlington Heights Road and Rand Road, where no walk signals exist
 - In the Pioneer Park neighborhood, where stop and yield signs are needed

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, and
 - John Hersey High School.

Barriers

- Major barriers along important bicycling or walking routes include:
 - No cross-walks or curb cuts on northbound Wilke,
 - No pedestrian or bicycle accommodation at the interchange of I-90 and Arlington Heights Road, and
 - 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:

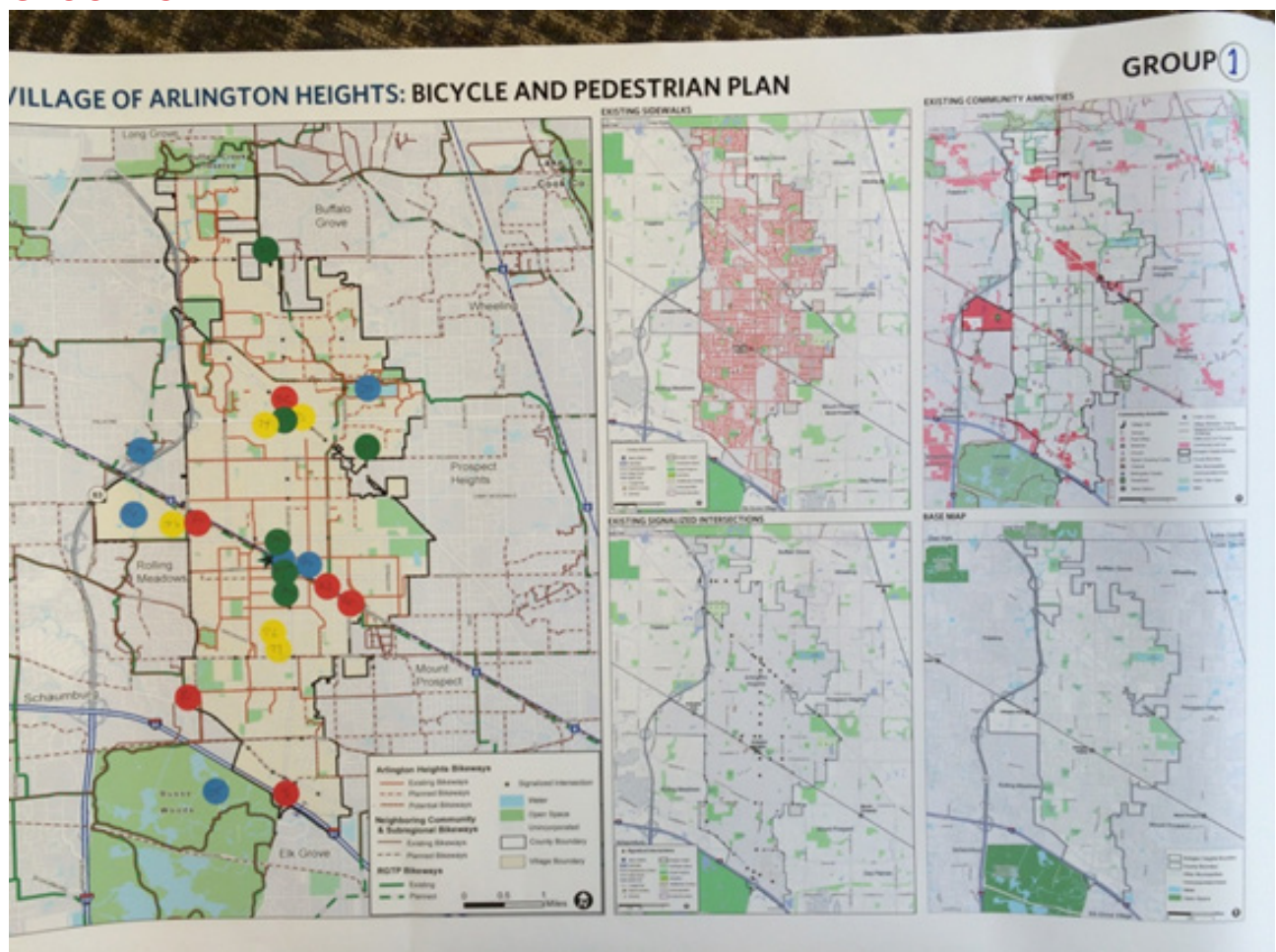
- Traffic skills 101 classes at the Park District
- www.bikewafetyquiz.com
- “Bikes, too” signs below existing stop signs
- Bike maintenance classes
- Pass out basics – lights, water bottles
- Bike Ambassadors

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 are needed, 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, and
 - 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, and
 - Buffalo Creek.

Barriers

- Major barriers along important bicycling or walking routes include:
 - White Oak to Algonquin: snowplows block cul-de-sacs with snow; and
 - 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 Plaza Shopping Center
 - 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:

- Add more right-of-way signs

- Encourage helmet use (Middle schools)
- Need more Safety Town classes at park district
- Include biking education in high school driver's ed
- Encourage bike lights, helmet and reflector use
- Have a bike safety booth at Frontier Days
 - o Free reflectors, vendor with cool helmets
- Keep walkers and runners on the sidewalk
- Monthly bike safety reminders
- Bike safety program at library
- Safety tips on Facebook, Twitter, and public access TV

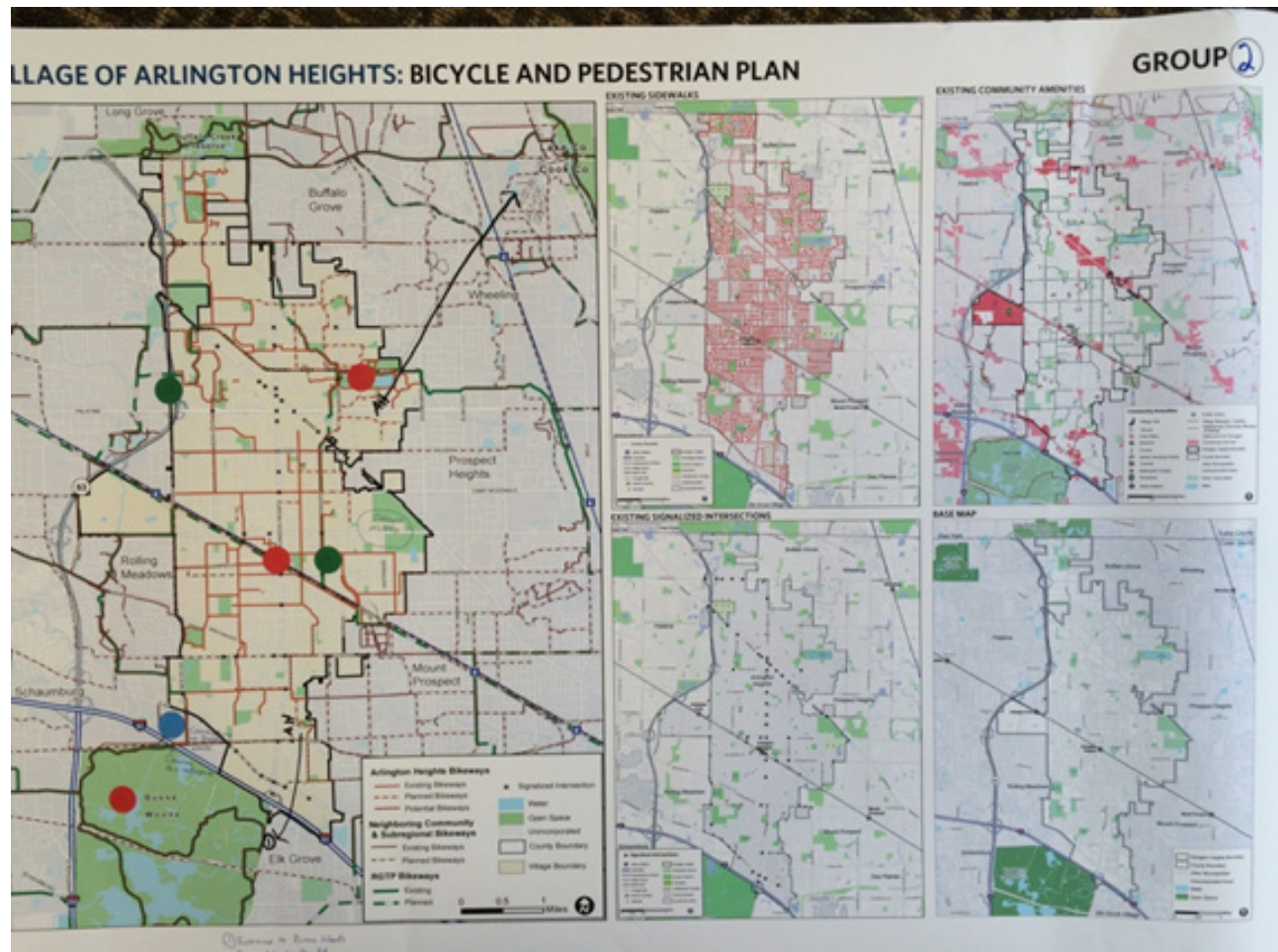
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The Village of Arlington Heights is a bicycle- and pedestrian-friendly community that strives in all its policies, plans, and programs and in the construction, reconstruction, maintenance, and operations of all its roadways and related infrastructure,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

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:
 - Three-feet-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

- Bicycle parking, regardless of location, needs to be lit
- 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

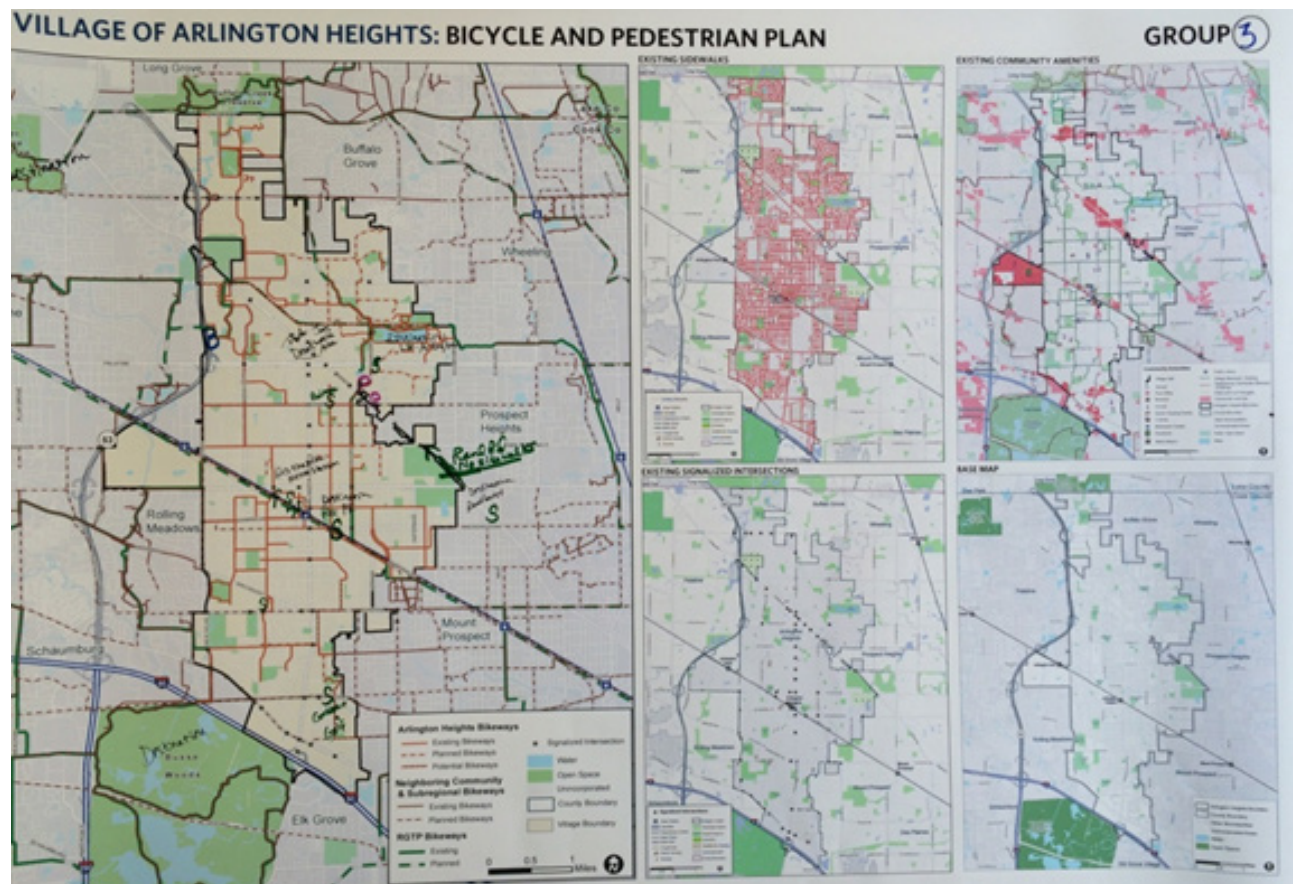
- o Shopping areas – Trader Joe’s, Valley Produce
- Locations where existing parking should be improved:
 - o Fast food restaurants
 - o Downtown – no year-round bike parking exists
 - o Parking garages – should add covered bike racks

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

GROUP 3'S MAP



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 destinations by walking and bicycling.

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

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 (Hersey 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

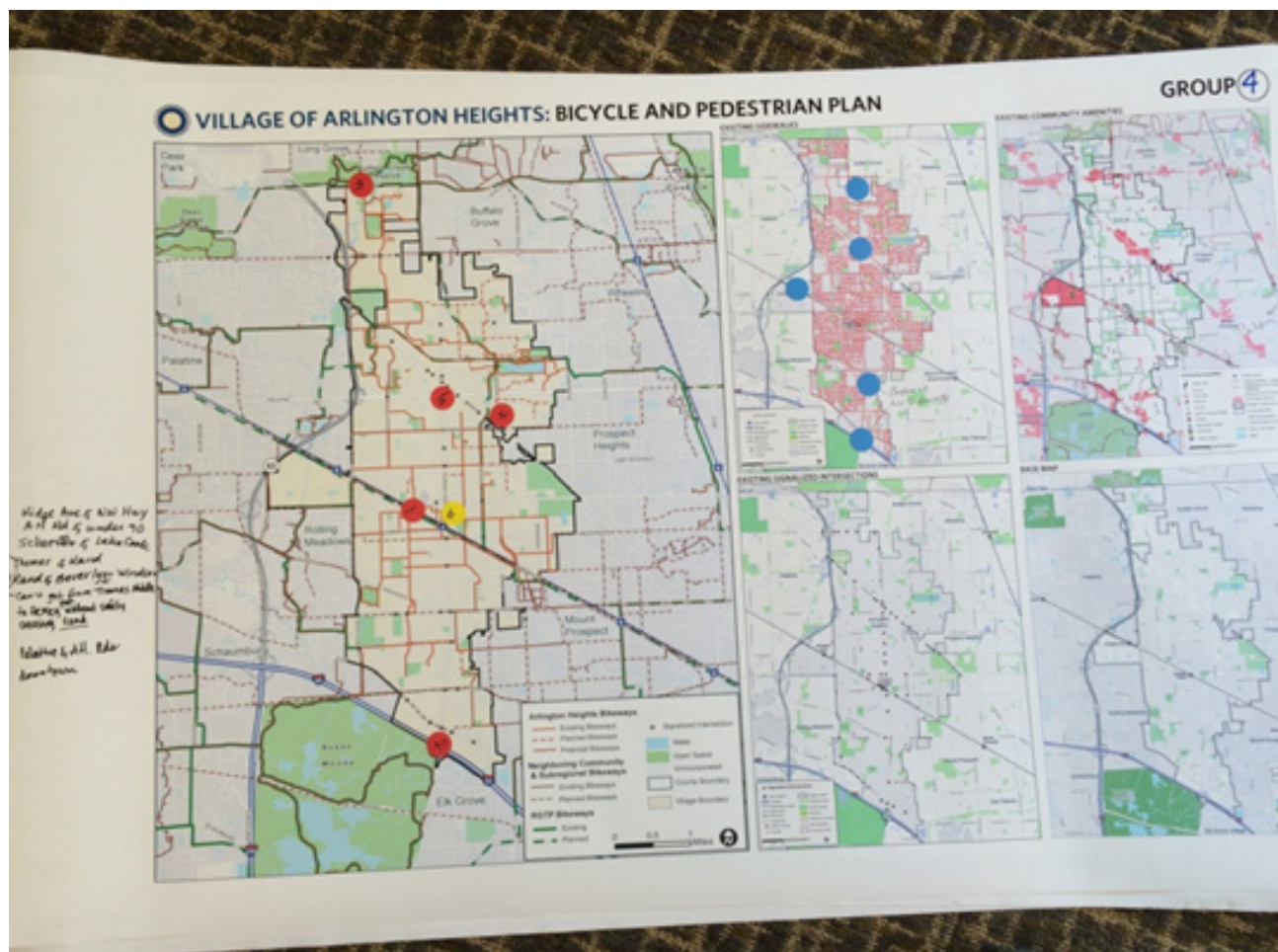
The following is a list of the programs or activities that were noted:

- “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

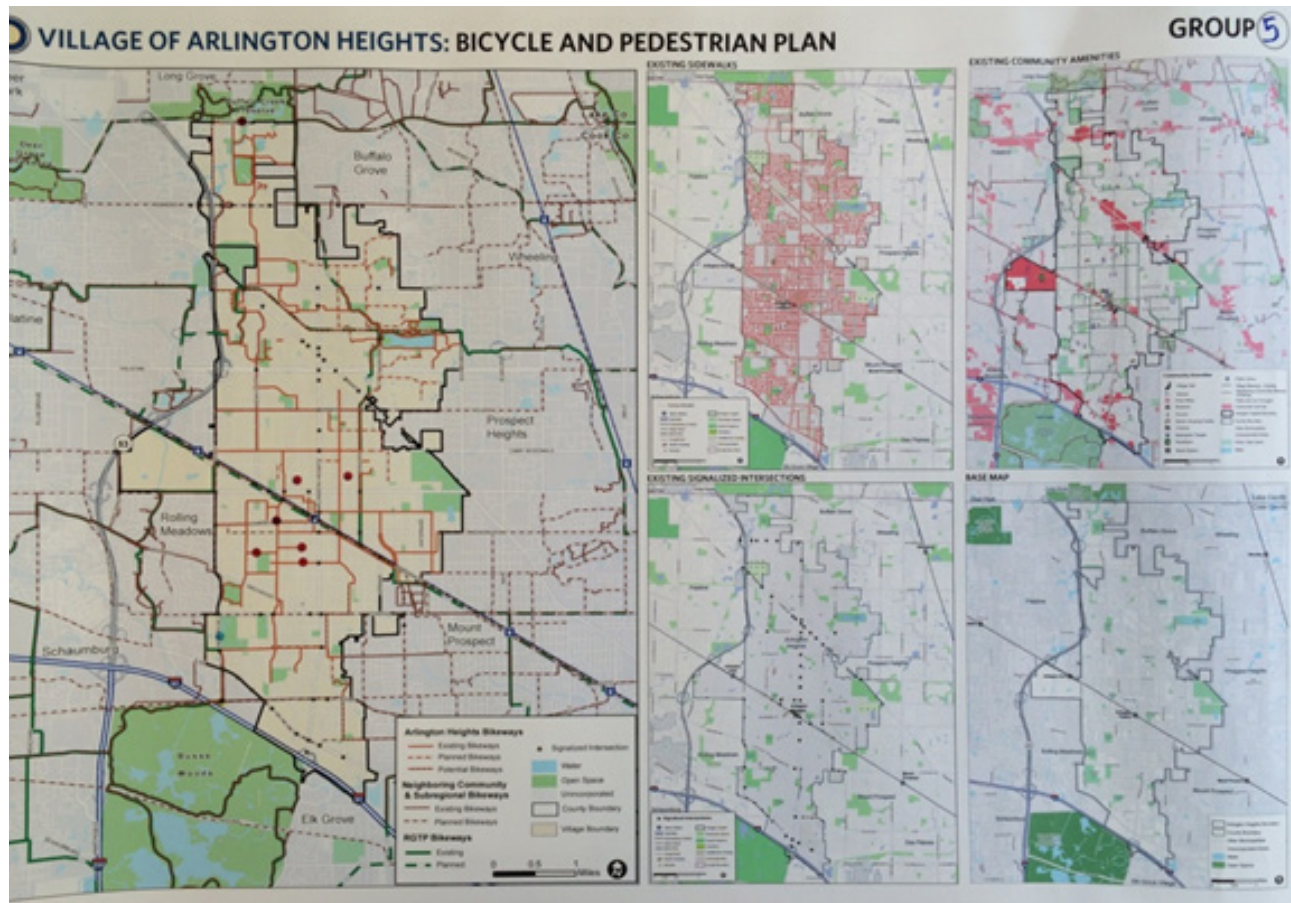
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Comment: Please note linkages to other communities.

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 three feet 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

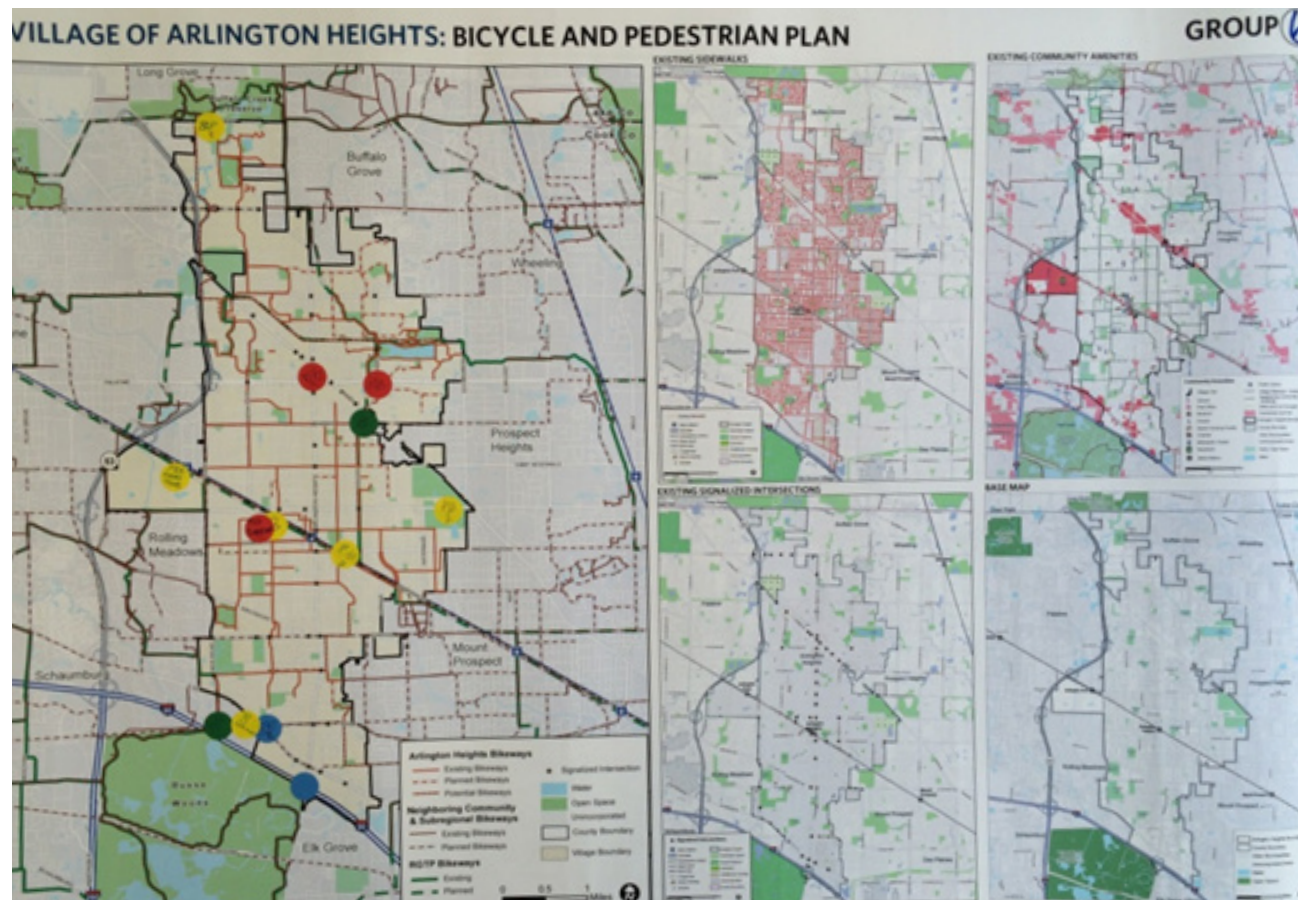
- o Train station – Arlington Park
- o Shopping areas
- Locations where existing parking should be improved:
 - o All of the above

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

GROUP 6's MAP



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 (is working to be) 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 destinations by walking and bicycling.

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

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

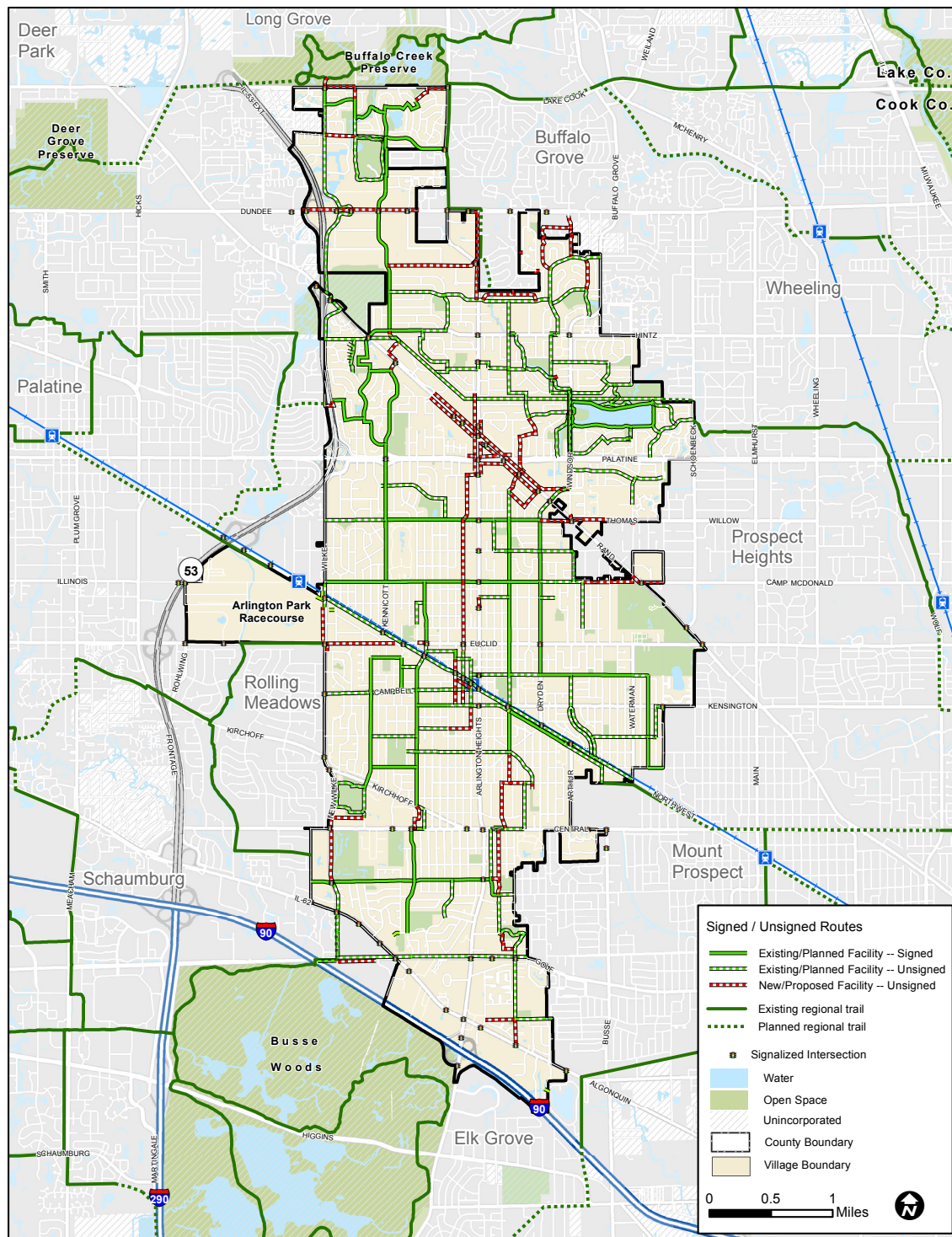
The majority of workshop attendees, or approximately 24%, that voted on their top three big ideas indicated that their most preferred idea was linkages to open space including neighborhood parks, Forest Preserves, and the Des Plaines River Trail. The next popular big idea, which came in very close to the first idea with 23 percent of the votes, was the need for increased signage and visible bicycle striping throughout the Village. Approximately 15 percent 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.

Appendix B

Map of signed, unsigned, and new (unsigned) routes

It should be noted “existing” here signifies that these routes appear on the 2014 Village of Arlington Heights Bikeways Map. Some of the “existing” routes, therefore, are shown as planned or potential routes on that map.

Figure B1



Chicago Metropolitan Agency for Planning, 2016.

APPENDIX C

Lake-Cook Road at Buffalo Creek Forest Preserve, Alternative design strategies

The plan recommends creating a safe, convenient connection between the popular Kennicott framework bicycle route and the Buffalo Creek Preserve, its trail, and points beyond. This connection could be made by relocating the existing signal from Wilke to Schaefer. However, if engineering studies determine that this is not feasible, other potential solutions exist.

One option would be to install a pedestrian hybrid beacon (PHB) and associated safety treatments at Schaefer Road. The PHB stops traffic on Lake Cook Road when activated. Figure C1 illustrates, in a conceptual manner, this solution.

Figure C1

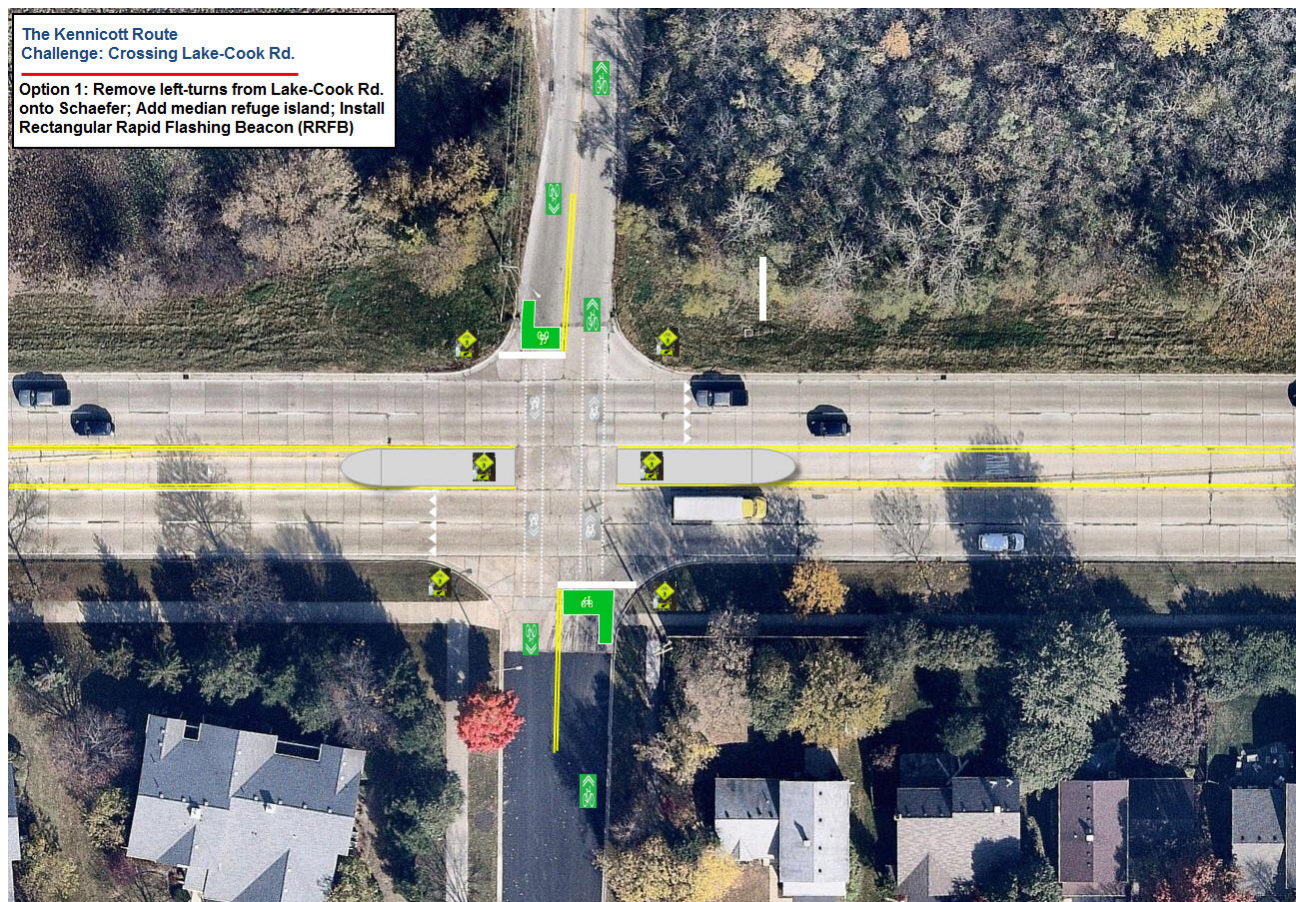


Figure C2 shows a PHB as installed in Phoenix, AZ. Note the marked crosswalk, regulatory and warning signage, and raised center median.

Figure C2



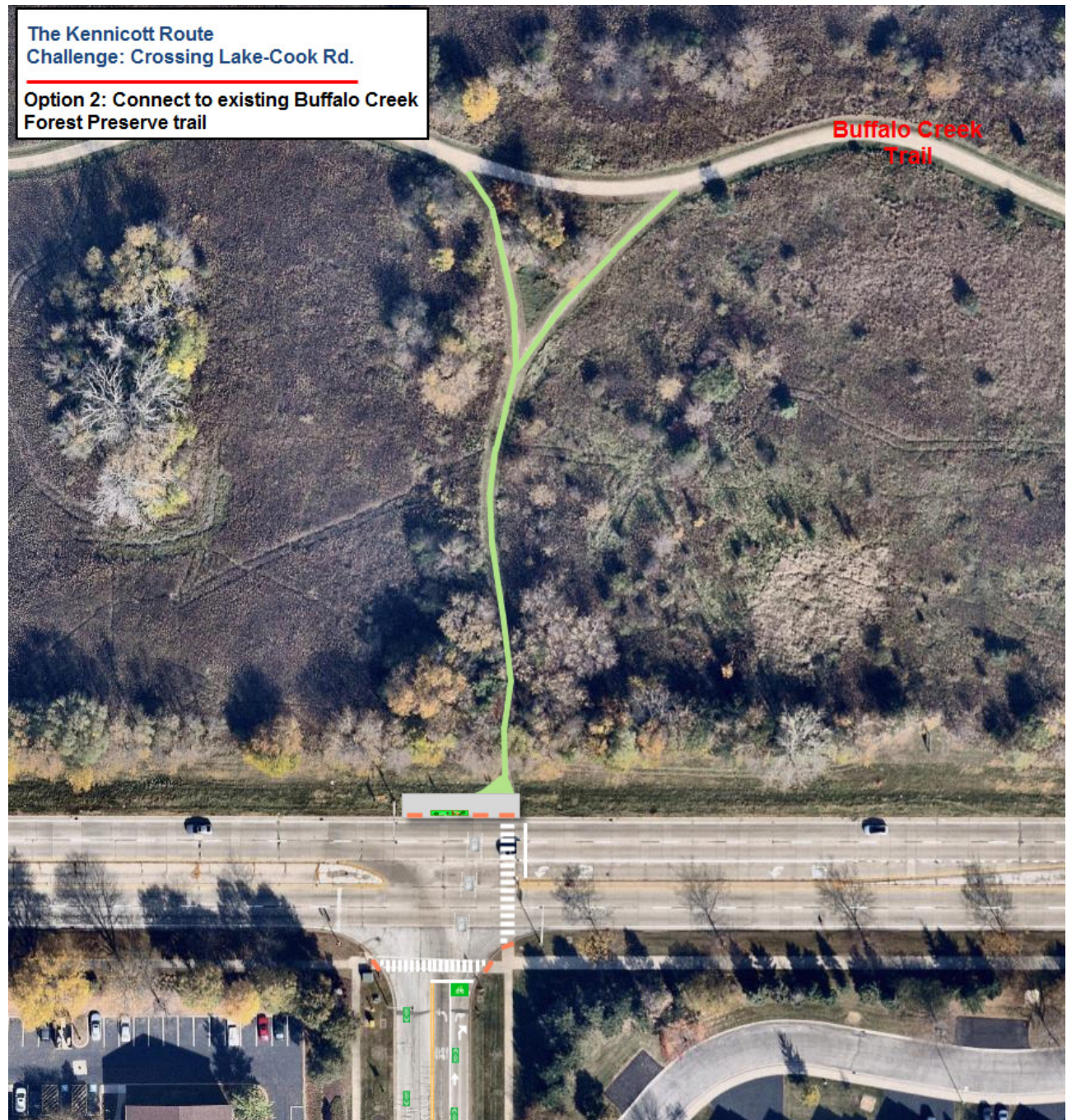
Photo credit: Mike Cynecki (www.pedbikemages.org)

Another option would be to create a multi-use path connection from the existing signalized intersection. This connection could be achieved in one of two ways. The first would be to construct a spur trail from a proposed landing area on the north side of the T-intersection to connect to the existing Buffalo Creek Trail (roughly where the “use trail” is currently visible in aerial photographs). This option is illustrated below in **Figure C3**. In order, however, to function safely and comfortably for all types of cyclists, the spur trail and (at least part of) the Buffalo Creek Trail may need to be reconstructed as a paved trail. Currently, its surface is made of crushed limestone screenings.

A second option for a connection from this intersection (Wilke and Lake-Cook) would be to construct a sidepath on the north side of Lake-Cook Road, running from the proposed landing, east to Schaefer Road, where the bicycle route would continue north on-street (within the Village of Buffalo Grove). This option is shown below in **Figure C4**, with (proposed) buffered bike lanes on Wilke Road (recommended between Nichols and Lake-Cook Roads.)

Both options would entail the installation of an ADA accessible and bicycle-friendly landing or queuing area on the north side of Lake-Cook Road, as well as other safety treatments and enhancements to indicate the presence of cyclists, as well as proper positioning for cyclists when crossing. Narrowing lanes at the intersection may allow for a center refuge island, which would further increase the safety and comfort of the crossing for pedestrians and bicyclists.

Figure C3 - Spur-trail access from Wilke Road to Buffalo Creek Trail



An aerial photograph of a road intersection. A proposed sidepath is highlighted in green, running vertically through the center of the image. The sidepath starts at the top, crosses a horizontal road, and continues down. A callout box with a green arrow points to the sidepath, containing the text "Sidepath to Schaefer Rd." The horizontal road has a crosswalk with white stripes. The vertical road has a dashed yellow line. The surrounding area includes trees, grass, and a parking lot on the left.

APPENDIX D

Trails and Shared Use Paths at Signalized Intersections

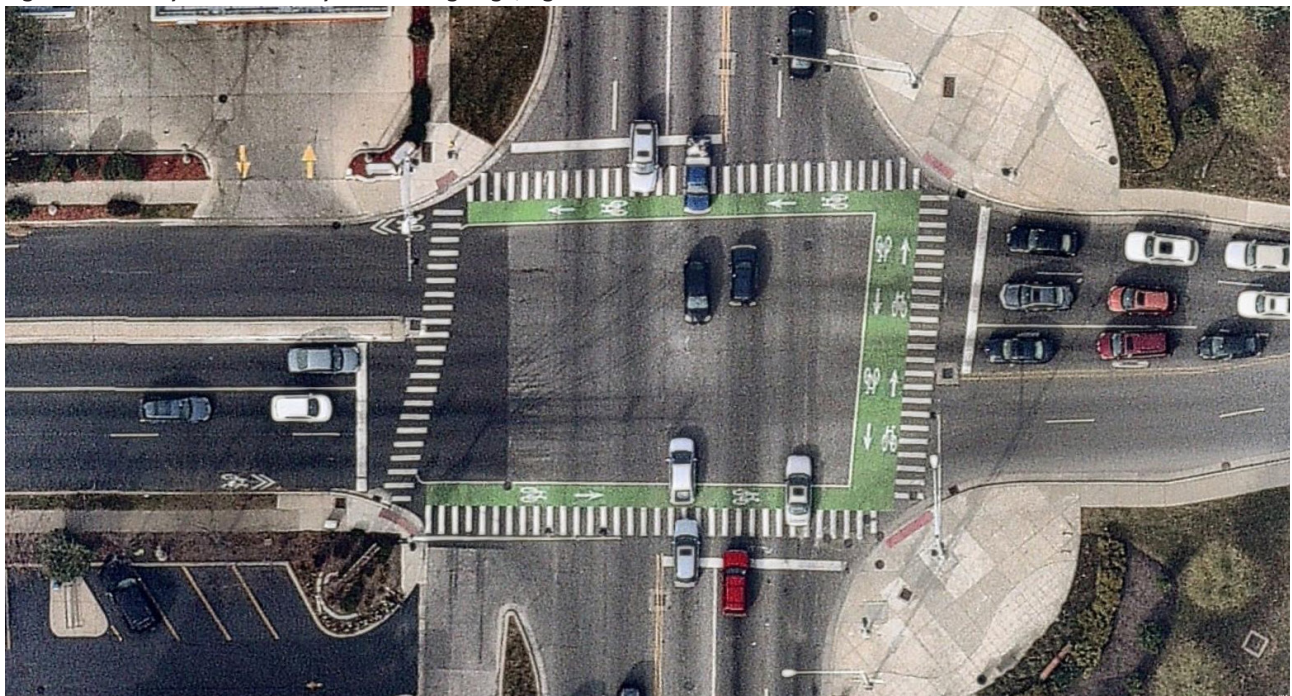
For locations where designated multiuse paths or trails utilize signalized intersections to cross roadways, specific treatments can be used to enhance the visibility and safety of the crossing. Design guidance and treatments for these locations can be found in American Association of State Highway and Transportation Officials' (AASHTO) Guide to the Development of Bicycle Facilities, Fourth Edition (2012), Chapter 5, Section 5.3; in the FHWA publication, Designing Sidewalks and Trails for Access and Guide for the Planning (2001); in AASHTO's Design, and Operation of Pedestrian Facilities (2004, currently being updated); and in the U.S. Access Board's proposed Accessibility Guidelines for Shared Use Paths and proposed Public Rights-of-Way Accessibility Guidelines.

One example of a best practice from Skokie, IL is shown below in **Figure D1**. Note the separation of the pedestrian crosswalks and the bicycle crossings, the application of green color and on-street markings. Signage and bicycle friendly curb ramps and actuation (if installed) are also important treatments. Additional examples of best practices from our region (and beyond) for locations where multiuse paths and/or sidewalks cross large, high-volume, high-speed roads at signalized intersections, are given, in Appendix E.

Best practice for signal operations intended to improve bicyclist and pedestrian safety at locations where multiuse paths (or sidepaths) cross roads at signalized intersections include:

- Fully protected left and right turns from the parallel street across the multiuse path;
- Prohibition of right turns on red from the crossing roadway; and
- Leading pedestrian interval or exclusive pedestrian/ bicyclist phase.

Figure D1 - Example of multiuse path crossing large, signalized intersection



Skokie, IL

APPENDIX E

Large, arterial intersections designed to accommodate bicyclists and pedestrians

Below are examples (aerial photographs) of locations where multiuse paths, sidewalks, and dedicated bicycle facilities cross large, multi-lane, high-volume, high-speed roads at signalized intersections. The best design practices shown here can be applied to many locations in the Village, where existing and planned bicycle and pedestrian ways (of various types) cross such roads (e.g. Lake-Cook, Palatine, Rand, Dundee, Golf, Algonquin, etc.). The images provide examples of various intersection treatments intended to improve bicycle and pedestrian safety, visibility, and convenience at major arterials, which are described in more detail throughout this plan and in Appendix I. For more information on methods to improve large, high-volume intersections, see the article “Improving High-volume Intersections for Pedestrians” at <http://www.humantransport.org/universalaccess/library/wide/wide.htm>.

Figure E1



Source: www.nearmap.com

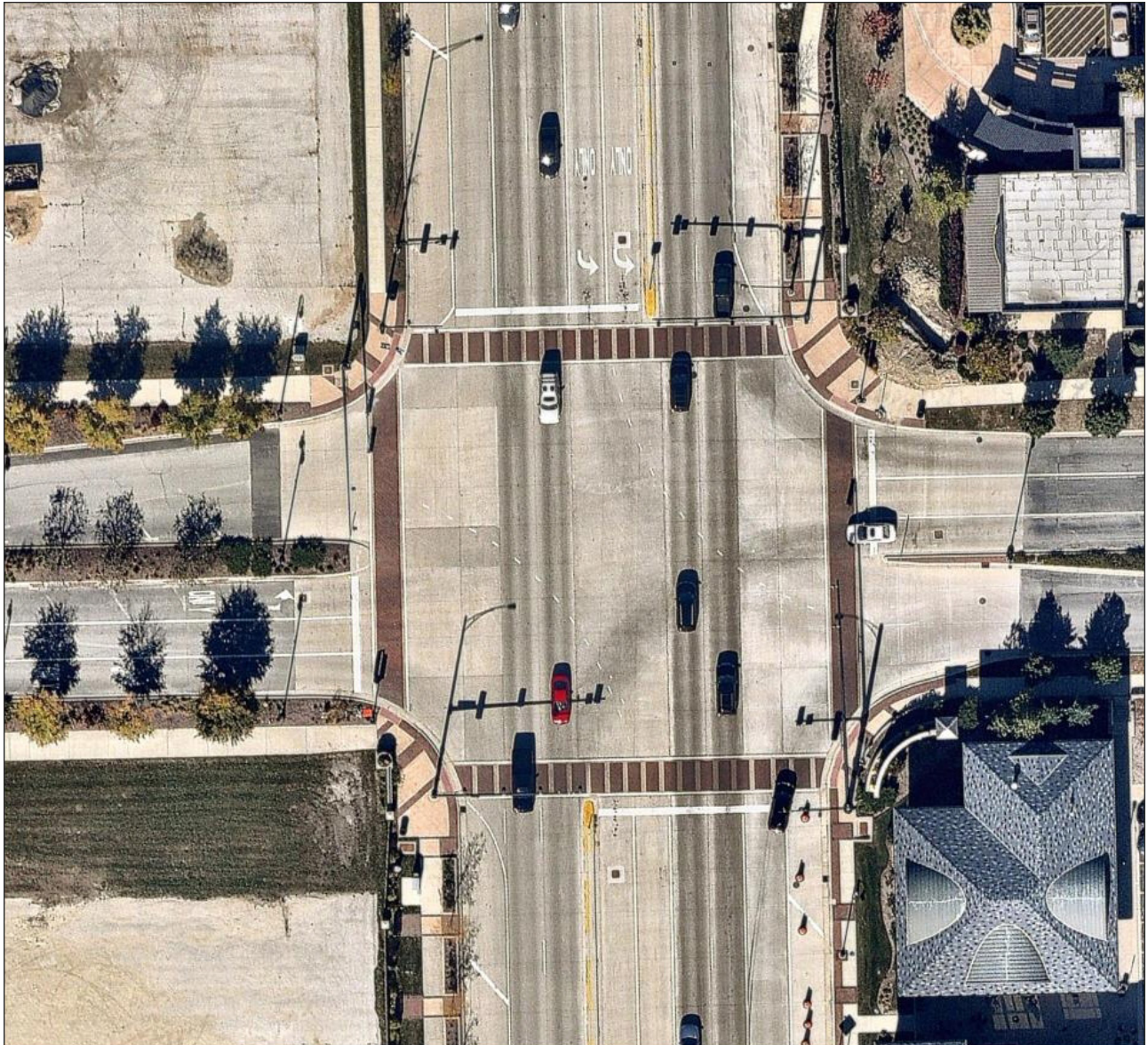
Warrenville, IL

Figure E2



Source: www.nearmap.com
Geneva, IL

Figure E3



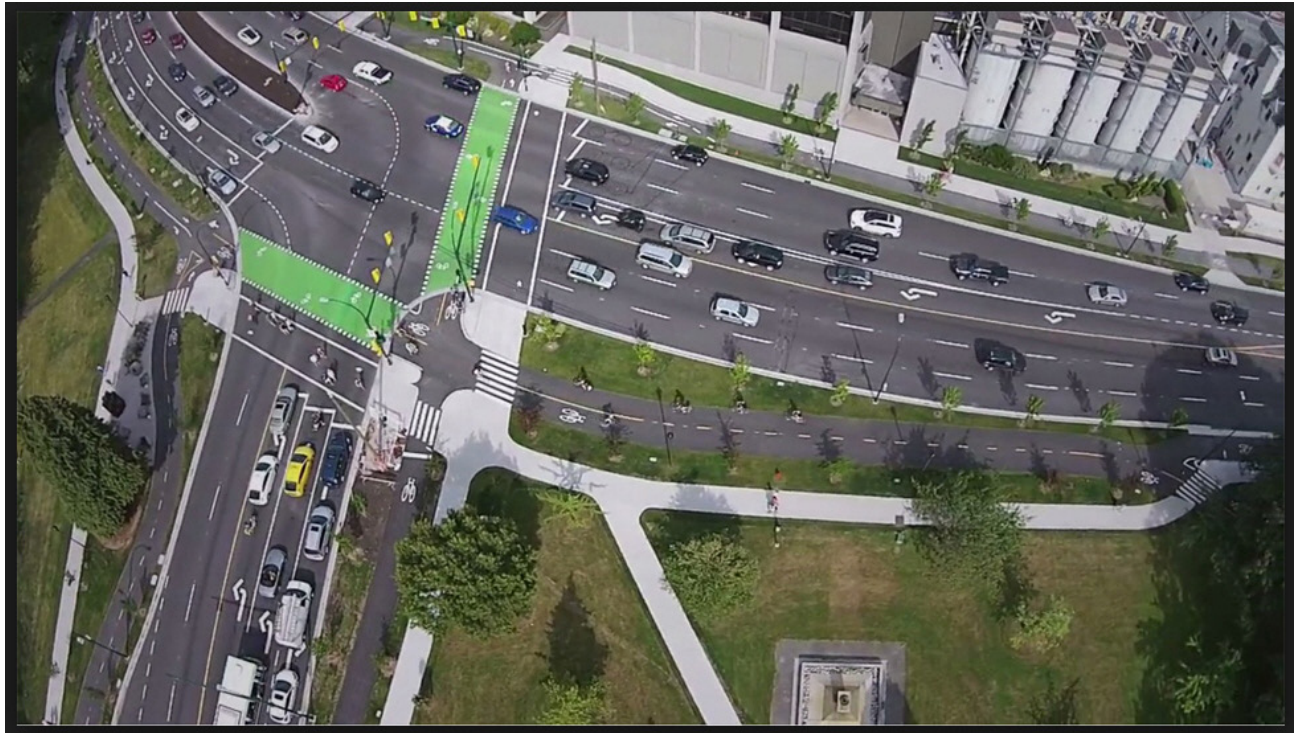
Source: www.nearmap.com
Orland Park, IL

Figure E4



Source: www.nearmap.com
Warrenville, IL

Figure E5



Source: www.nearmap.com
Vancouver, BC (Canada)

Figure E6



Source: www.pedbikeimages.org (Dan Burden)
Boulder, CO

Figure E7



Source: www.nearmap.com

Milwaukee, WI

Figure E8



Source: www.nearmap.com

Wauwatosa, WI

Figure E9



Source: www.nearmap.com
Franklin, WI

Figure E10



Source: Google Streetview
Plainfield, IL

Figure E11- Figure 4.11. View of crosswalks from mounted camera height at the intersection of South Blvd. and Sharon Rd. W. in Charlotte, NC.

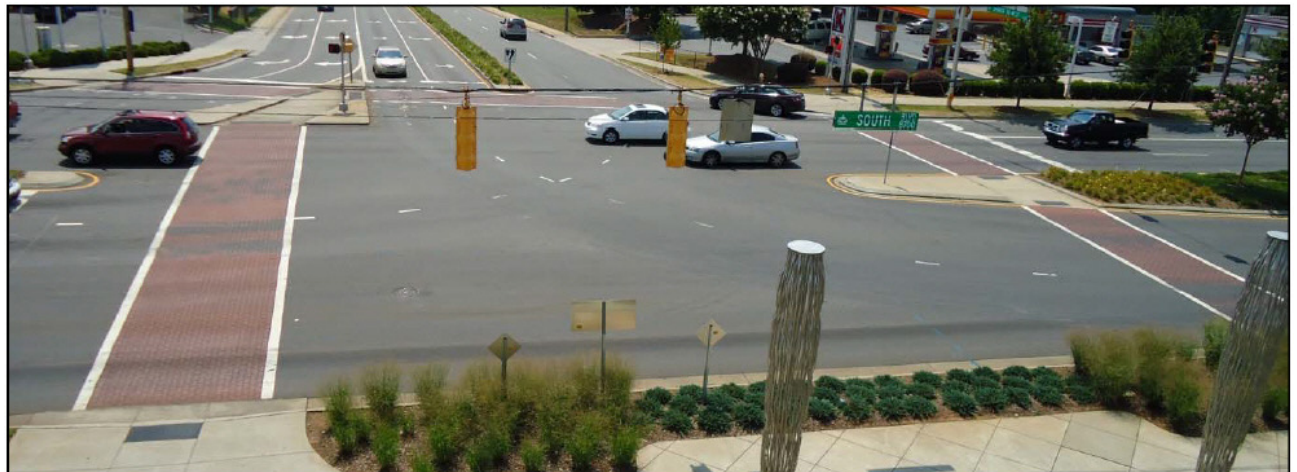


Figure 4.11. View of crosswalks from mounted camera height at the intersection of South Blvd. and Sharon Rd. W. in Charlotte, NC.

Source: "Pedestrian and Bicycle Accommodations on Superstreets" (J.E. Hummer et al., 2014)
Charlotte, NC

APPENDIX F

Busse Woods Trail, Alternative routes

- » Bikeways through parking lots (access to Busse Woods and to the Arlington Park Metra station)
- » Road diets (access to Busse Woods)

Alternative 1 (Figure F1) involves a new, signed, on-street bike route on Kasper and Kennicott south of White Oak, to Algonquin Road. From there, the existing sidewalk along the north side of Algonquin Road would be widened and improved to bikeway standards (10 foot wide sidepath) to the signalized intersection at Algonquin Road and an entrance to the Meadows Shopping Center. This intersection would need to be substantially improved to provide, at a minimum, 1) an accessible queuing area large enough to accommodate cyclists on the north side of Algonquin Road, 2) signal actuation technology for pedestrians and cyclists, and 3) marked crossings for pedestrians and bicyclists.

From this intersection, the route would utilize the (private) roads within the shopping center parking lot to reach Golf Road, approximately 500 feet east of Wilke. Here, once again, the existing sidewalk along the north side of Golf would need to be widened and improved to bikeway standards (10 foot wide sidepath) to the intersection of Golf and Wilke. As discussed above and illustrated in **Figure 35**, crossings at the Golf-Wilke Road intersection should be improved to increase visibility, safety and wayfinding for cyclists (and pedestrians). One option to help achieve this would be to narrow travel lanes at the intersection in order to allow for a widened raised center median that would fully function as a pedestrian/bicyclist refuge island.

This alternative (as well as Alternative 5, discussed below) involves the unusual, though not unprecedented, step of utilizing (and retrofitting) large, big-box parking lot roads as a bikeway. Such a step would entail working with the property owner to install wayfinding and safety elements and treatments. The Manual on Uniform Traffic Control Devices (MUTCD) standards and guidance apply to all roads “open to public travel,” which includes private roads within shopping centers, parking lots, sports arenas, and other similar business and recreation facilities. They do not, however, apply to driving “aisles” within parking lots, which are the vehicular ways limited to providing access to individual parking stalls.¹

The bikeway segment through the shopping mall parking lot(s) would consist primarily of route signage and on-street pavement markings – which were recommended in the Northwest Municipal Conference’s Northwest Highway Bicycle Facility Plan (2012) for the extension of the Commuter Drive sidepath through Metra’s Arlington Park station, to Wilke Road (shown in **Figures F2**, below). Another example of this approach

¹ For more information, see the first paragraph of the Introduction to the 2009 MUTCD (<http://mutcd.fhwa.dot.gov/htm/2009r1r2/intro/intro.htm>), the definitions 159 and 161 in Chapter 1A (<http://mutcd.fhwa.dot.gov/htm/2009r1r2/part1/part1a.htm>), and the FAQs at http://mutcd.fhwa.dot.gov/knowledge/faqs/faq_general.htm#pra and at http://mutcd.fhwa.dot.gov/knowledge/faqs/faq_general.htm#genq4.

is the Shining Sea Bike Path in Woods Hole, MA, described and photographed in an article by, John S. Allen, at <http://bikexpert.com/massfacil/capecod/woodshole.htm>. In essence, such a facility would function in a manner akin to a Dutch woonerf or a “shared street.”

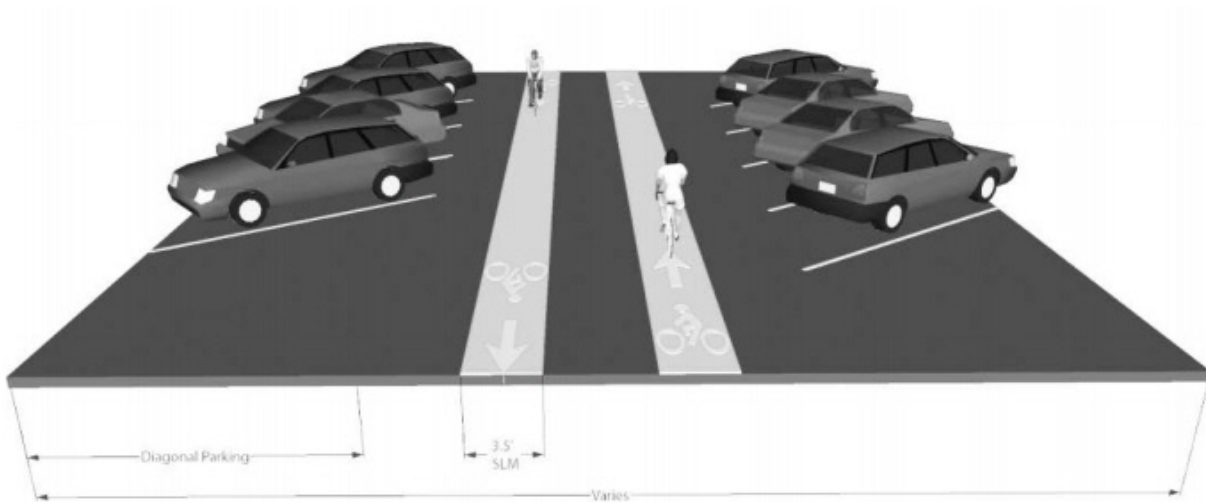
Figure F1 - Alternative 1



Figure F2 to F8 - Examples of Bikeway Treatments through Parking Lots

S10/C8 Shared Lane-in Parking Lot (Arlington Heights)

This condition occurs where the bicycle path is constructed through an existing parking lot. Unlike the previous parking scenario in cross section one, bicycles ride in the center lane between diagonally parked cars. There is no buffered area outside the bike lane. Two single marked pavement lanes 3.5' wide, accommodate bicyclists traveling in opposite directions.



Northwest Municipal Conference *Northwest Highway Bicycle Facility Plan*, p. 16 (available at <http://www.nwmc-cog.org/Transportation/Documents/NWHighwayBikePlan.aspx>.)

Figure F3



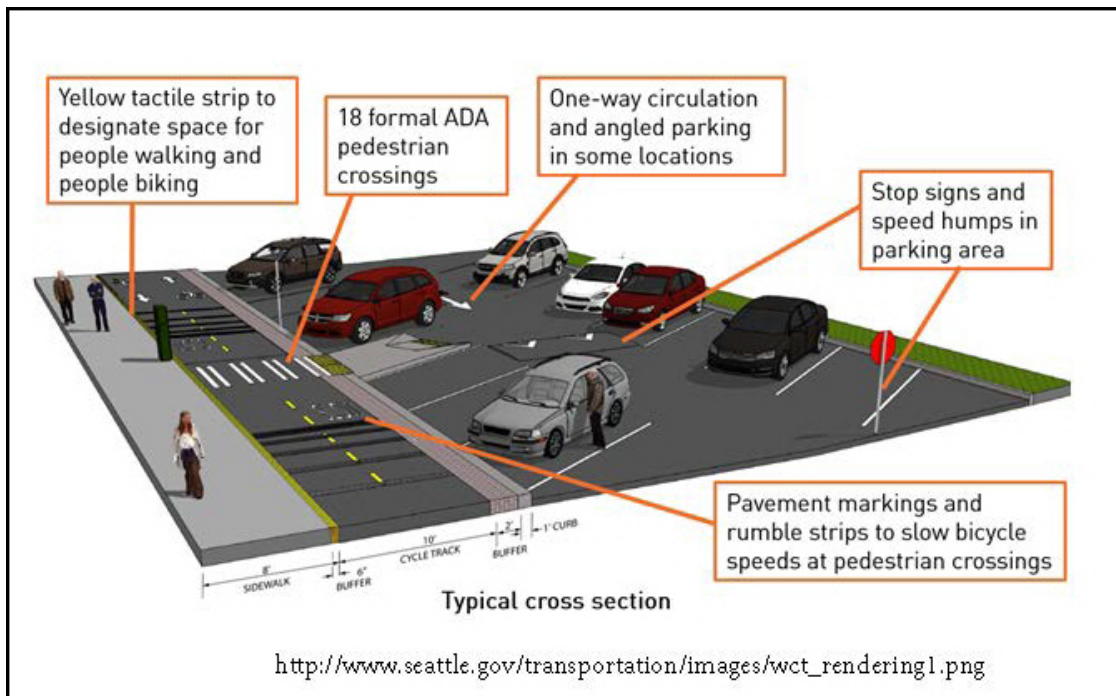
Sanibel Island, FL (courtesy of Jerry Foster)

If engineering studies demonstrate feasibility and agreements with private property owners can be reached, the creation of a separated bike path (or cycle track) through the parking lot may provide significantly improved visibility, clarity, and associated safety benefits. Examples of such facilities can be found in several cities across the United States:

Figure F4



Figure F5



Both images courtesy of Seattle DOT

Figure F6



Los Angeles Zoo (courtesy of Bill King)

Figure F7



Santa Monica Beach State Park (courtesy of Ryan Johnson)

Figure F8



New Westminster Shopping Center, Vancouver, BC (courtesy of Mike Anderson)

Routing a bikeway through the parking lots of big-box shopping centers and districts can be the only feasible means, in built-out suburban communities, of providing a bikeway connection between large arterial roads surrounding big-box shopping districts, and the residential or mixed-use neighborhoods located beyond those arterials. The necessity of such routing is bolstered by the fact that traffic signals along the arterials are placed at the main entrances/exits to the shopping centers, rather than at connecting neighborhood streets (collector and local roads). This placement is due to the fact that the shopping mall entrances/exits have the greater volumes of (turning) vehicles. As a result, the only locations at which bicyclists can safely cross the large arterials are at these signalized entrances/exits. Proximate signalized intersections are, typically, too far away for and do not safely accommodate bicyclists. Public and stakeholder input, as well as guided bike tours of the Village, indicated that many experienced Arlington Heights cyclists already are familiar with and use the ‘unofficial routes’ through parking lots that we recommend as the only feasible way to traverse the sprawling big-box districts and to reach desired destinations on the other side(s). Similar land use and development patterns produce this situation in communities throughout our region. We recommend that the Village explore the option of formalizing these routes to increase safety and provide access.

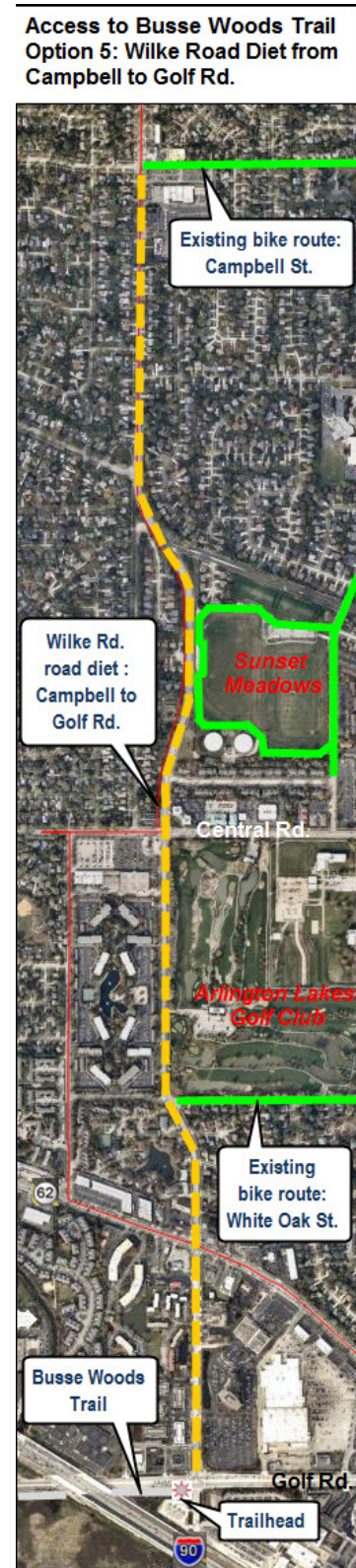
Alternative 2 (Figure F9) is similar to the preferred option (**Figure 35**). This routing involves the widening of the existing sidewalk along the east side of Wilke Road, between White Oak Street, which is an east-west framework bike route, and Golf Road. Currently, the last 1,100 feet of the sidewalk (which is in the Village of Rolling Meadows) has been retrofitted to eight feet in width, by means of simply adding three additional feet of concrete alongside the original five foot wide sidewalk. This same rudimentary type of sidewalk widening exists for another segment along Wilke from Algonquin Road, north for approximately 200 feet. The technique has also been used at other locations within the Village. While such retrofitted facilities provide the minimum width required for a sidepath, they do not offer the recommended width for comfortable passing by cyclists. In addition, the surface quality of these minimal-width sidepaths can be compromised by the different age of the two parts of the path and by the fact that the seam between the three-foot wide segment and the five-foot wide segment may not always be, or remain over time, flush and even. For this alternative, crossings at Algonquin Road and at the Golf-Wilke Road intersection should be improved to increase safety, signal actuation, and wayfinding for cyclists (and pedestrians). Development and implementation of this and all other options will require coordination and collaboration with the Village of Rolling Meadows, as well as with IDOT.

Figure F9 - Alternative 2



Alternative 3 (Figure F10) extends the proposed sidepath along the east side of Wilke Road further north to Orchard Place, just south of Sunset Meadows Park. Here it connects to the existing bike facility on Dwyer Avenue. This extension would involve the construction of a new facility (sidepath) between Central Road and White Oak Street, adjacent to the Arlington Lakes Golf Club property, which is owned and operated by the Arlington Heights Park District. The placement of a sidepath here would benefit from the fact that only one driveway (the entrance to the club) would need to be crossed. The existing sidewalk between Central Road and Orchard Place should be upgraded to a sidepath to accommodate two-way bicycle and pedestrian traffic. Crossings at Central Road, White Oak, Algonquin Road, and at the Golf-Wilke intersection should be improved to ensure the safety of cyclists and pedestrians, and to include bike route and wayfinding signage.

Figure 10 and 11 - Alternatives 3 and 4



Alternative 4 (Figure F11) consists of a roadway reconfiguration, or road diet, on Wilke Road from Campbell Street (an east-west framework bike route), south to Golf Road. The road diet entails reducing the number of travel lanes from four to five lanes to three to four lanes. This reduction in the number travel lanes would allow for the installation of buffered or separated bike lanes. While further engineering study and analysis of traffic flows – including turning movements, traffic diversion, etc. – would need to be undertaken to determine the feasibility of a road diet here, the latest ADT information (2014) indicates that the road volume is within the acceptable limits for road diets.

Additional information on road diets can be found in FHWA's *Road Diet Informational Guide*, at http://safety.fhwa.dot.gov/road_diets/info_guide/ and other FHWA resources at http://safety.fhwa.dot.gov/road_diets/, as well as Section 4.9.2 of AASHTO's *Guide to the Development of Bicycle Facilities: Fourth Edition*, ITE's Professional Development Program supplement, *Road Diet Handbook: Setting Trends for Livable Streets*, at <http://www.seattle.gov/transportation/docs/nickerson/Road%20Diet%20Rosales%20Overview%20.pdf>, and AARP's *Road Diet Factsheet*, at <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/Livability%20Fact%20Sheets/Road-Diets-Fact-Sheet.pdf>.

In addition to providing space for on-street bicycle lanes, the potential benefits of road diets include increased safety through reduced vehicle speeds and speed differentials, a reduction in delays through separating left-turn movements and reduced weaving, and improved access and mobility for non-drivers (Complete Streets). Currently, the posted speed limit on Wilke, in this stretch, is 35-40 mph. Should a road diet be implemented, we recommend that the Village lower the speed limit to 30 mph.

Figure F12 - Road Diets



Source: National Complete Streets Coalition (via Flickr)



Source: National Complete Streets Coalition (via Flickr)



Source: National Complete Streets Coalition (via Flickr)



Source: National Complete Streets Coalition (via Flickr)

Figure F13 - Road Diet with Protected Bike Lane



Source: National Complete Streets Coalition (via Flickr)

Alternative 5 proposes a routing similar to **Alternative 1**, utilizing a new on-street bike route along local roads from the existing Fernandez Avenue bikeway to the currently unsignalized intersection of Kennicott and Algonquin. The southwest leg of this intersection forms a left-in, right-out entrance to the Meadows Shopping Center. The route, therefore, would necessitate signalization and reconstruction of this intersection to allow through movements (for bicyclists) from Kennicott to the Meadows Shopping Center drive. The route then utilizes a private road through the shopping center parking lot to Golf Road. Here, at the signalized intersection, crossings to the existing sidepath along the south side of Golf Road should be improved to increase safety and visibility of bicyclists and pedestrians, including installation of bicycle detection technology and pedestrian actuation

travel lanes would allow for a widened center median to function as a pedestrian refuge island. From this point, cyclists would continue west along the Golf Road sidepath to the Busse Woods trailhead. In considering this option, it should be noted that the recently completed sidepath along the south side of Golf Road between Meijer Drive and New Wilke Road, which this route would utilize, is a substandard six and one-half to seven feet in width, as well as being directly adjacent to a high-speed, high-volume travel lane.

Figure F14 - Alternative 5



Access to Arlington Park Metra Station

Bicycle access to Arlington Park Metra station is another important, high-priority project that utilizes routing of an on-street bikeway through a parking lot to access major transit and link to existing multi-use paths and existing, newly installed bike parking. The Arlington Park station is served on the east and south by the multiuse path along Wilke Road, and from the west by the new path along Commuter Drive, which connects to Rolling Meadows trail network (on Rohlwing Road). The nature and location of this proposed project requires the use of treatments and techniques for routing a bikeway through a parking lot (which are described and illustrated in relation to **Alternative 1**). Implementation would require detailed study and analysis by engineering professionals in close coordination with representatives from Metra and Arlington Park International Racecourse.

Figure F15 - Potential bike routes at Arlington Park Metra station

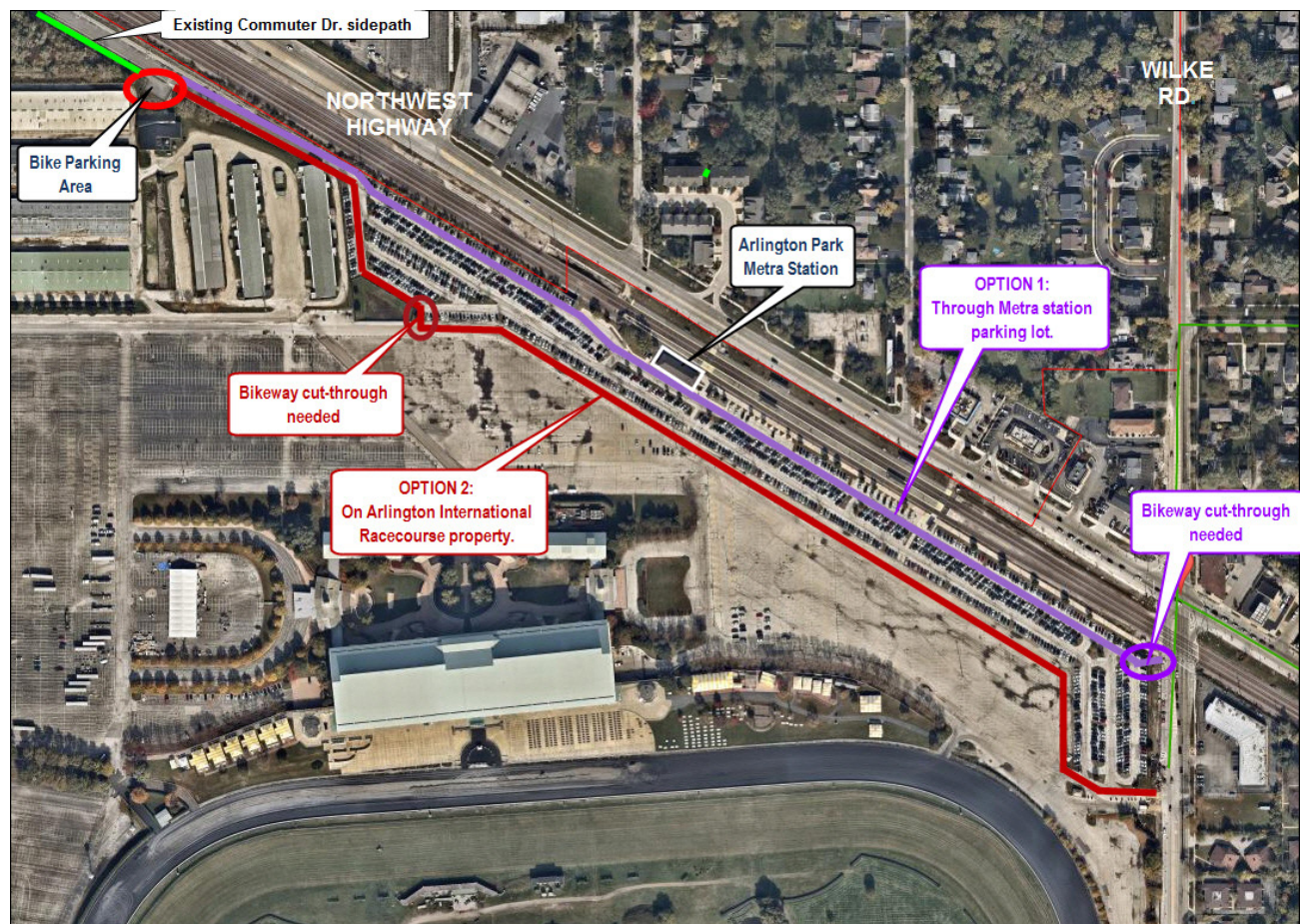


Figure F16 illustrates concepts for providing bicycle access to the Metra station. The project would also help activate and achieve synergy with two bicycle projects that the Village recently completed near the station, as well as an IDOT project currently underway to improve the intersection of Northwest Highway and Wilke Road.

The Village recently constructed a multi-use path along Commuter Drive from Rohlwing Road (where it connects to Rolling Meadows' bikeway network). This path currently ends at a newly constructed bicycle parking area, approximately a quarter mile west of the station depot. Connecting this designated bicycle parking area to the station depot and to Wilke Road – the “entrance” to the station for most Arlington Heights residents, and the point at which Arlington Heights' bikeway network can be accessed – requires routing through the parking lot. Two potential routes have been developed (see **Figure F16**). One utilizes the main drive aisle through the Arlington Park Metra station parking lot. The other would make use of the private drive in the parking lot on Arlington International Racecourse property and would thus require permission and coordination with the Racecourse. Both options would require improvements to, or creation of, at least one cut-through to provide a continuous route – the former, at the entrance to the station along Wilke Road (near the UP rail line); the latter, near the Racecourse stables, passing from Racecourse to Metra property.

An alternative to routing bicyclists through the parking lot would be to designate – and perhaps widen further – the existing 11.5 feet wide path along the tracks, leading from Wilke to the station depot, as a bikeway. Such designation would entail the installation of signage, and perhaps pavement markings, to indicate the path as a bikeway (while still serving pedestrians). Study of pedestrian volumes and usage on the path would need to be undertaken to determine any potential safety issues.

In conjunction with providing bicycle access to the station, the Village should explore options for adding additional high-quality, covered parking near the depot, similar to that found at the downtown Arlington Heights station. A location close to the depot should be favored. The grassy area west of the depot may provide the space needed. If this area does not provide sufficient space or, for some other reason, cannot be utilized, then the Village, in consultation with Metra, should consider removing three to four automobile spaces to provide space for high-quality, protected bicycle parking.

Figure F16 - Downtown Arlington Heights Metra station bicycle parking



APPENDIX G

Additional sidepath recommendations:

1. Along the north side of **Golf Road** within Village boundaries. This facility is called for in the Northwest Municipal Conference *2010 Bicycle Plan*. It is one of sixteen conceptual regional bikeway corridors identified in the plan.

2. Along the east side of **New Wilke Road**, from Orchard Place, south to Village limits. This facility represents one option for reaching the Busse Woods Trail. Coordination with the Village of Rolling Meadows would be necessary since the last 0.36 miles is within their Village limits.

3. Along the north side of **Kirchhof Road** (between Ridge and Walnut Avenues) and along the north side of **Central Road** (between Walnut and Fernandez Avenues). These sidepaths, which are upgrades of existing sidewalk and a reconstruction of a substandard sidepath, are short segments of the key north-south “Kennicott” framework bike route. The crossing of Kirchoff (at Walnut) should include treatments to enhance safety, such as a Rectangular Rapid Flash Beacon or pedestrian hybrid beacon, raised medians, enhanced lighting, warning signage, in-street pedestrian crossing signs, longitudinally striped crosswalks, etc.

4. Along **Northwest Highway** within Village boundaries. This facility is called for in the Northwest Municipal Conference (NWMC) Bicycle Plan. It is one of sixteen conceptual regional bikeway corridors identified in the plan. The entire corridor, from Barrington to Park Ridge, was studied in detail in NWMC’s *Northwest Highway Bicycle Facility Feasibility Study*.

5. Along the east side of **New Wilke Road**, between Fremont and Euclid. This facility connects local, residential neighborhoods and streets to the signalized intersection, at which the Wilke Road sidepath, running north to the Arlington Park Metra station, begins.

6. Along the north side of **Euclid Avenue**, between Walnut and Ridge. This facility provides a direct route for cyclists heading north along the “Kennicott” framework bike route (from points south of Euclid) to Olympic Park and Swim Center.

7. Along the south(west) side of **Rand Road**, between Waterman and East Oakton. This new sidepath would fill a gap in the sidewalk network and would connect the east-west framework bikeway on Oakton to the signalized crossing of Rand Road. Bicyclist/pedestrian actuation or detection technology, along with improvements to enhance crossing safety, would be needed at the intersection

8. Along **Thomas Street**, between Dryden and John Hersey High School. The sidepath could be on either then north or the south side east of Rand, but should be on the north side west of Rand.

9. Along the east side of **Windsor Drive** from Palatine to Crabtree Drive, where the McDonald Creek trail begins. This priority of this sidepath would be lessened if the recommendation for a road diet with bike lanes on Windsor is implemented.

10. Along the north(east) side of **Rand Road**, between Kennicott Avenue and Stonebridge Drive. This segment depends upon a connection across the ComEd ROW to Kennicott Avenue near Hintz Road being made. It would provide a more direct route for the “Kennicott” framework bikeway.

11. Along the north(east) side of **Rand Road**, between the two off-set segments of Wilke Road. This segment provides continuity and connectivity for the N. Wilke Road bike route. Engineering treatments to improve the safety of the crossing of Rand Road would be necessary, such as a pedestrian hybrid beacon or RRFB, a center median, warning signage, high-visibility crosswalk, etc.

12. Along the north side of **Dundee Road** within Village boundaries. This facility would connect to the existing Buffalo Grove sidepath, which runs east to the Des Plaines River Trail, providing regional connectivity. Ideally, this sidepath would continue west, over IL-53, into Palatine.

13. Along the south side of **Lake-Cook Road**, between Highland Lane and Arlington Heights Road. This sidepath will connect bikeways on local streets and the neighborhoods they serve to the signalized intersection at Lake-Cook and Arlington Heights Road, from which the Buffalo Creek Forest Preserve trail and other popular bikeways in the Village of Buffalo Grove can be accessed.

Figure G1 - Current conditions of sidepath (retrofitted from sidewalk) along Central, at Walnut. Although along the framework route, it is not appropriate as a bikeway, due to pavement condition and encroachment of vegetation.

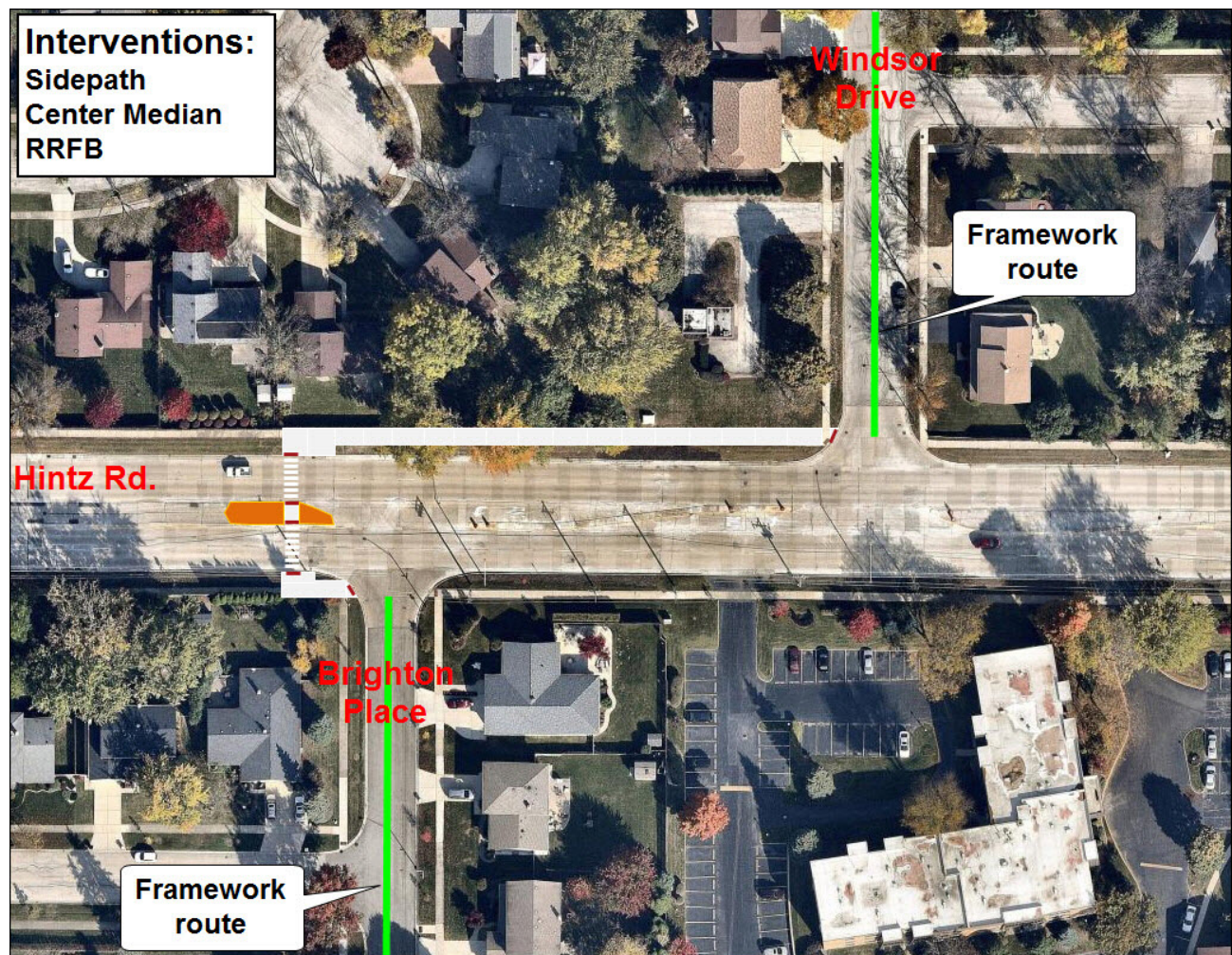


APPENDIX H

Hintz and Central Road crossings Alternative design concepts

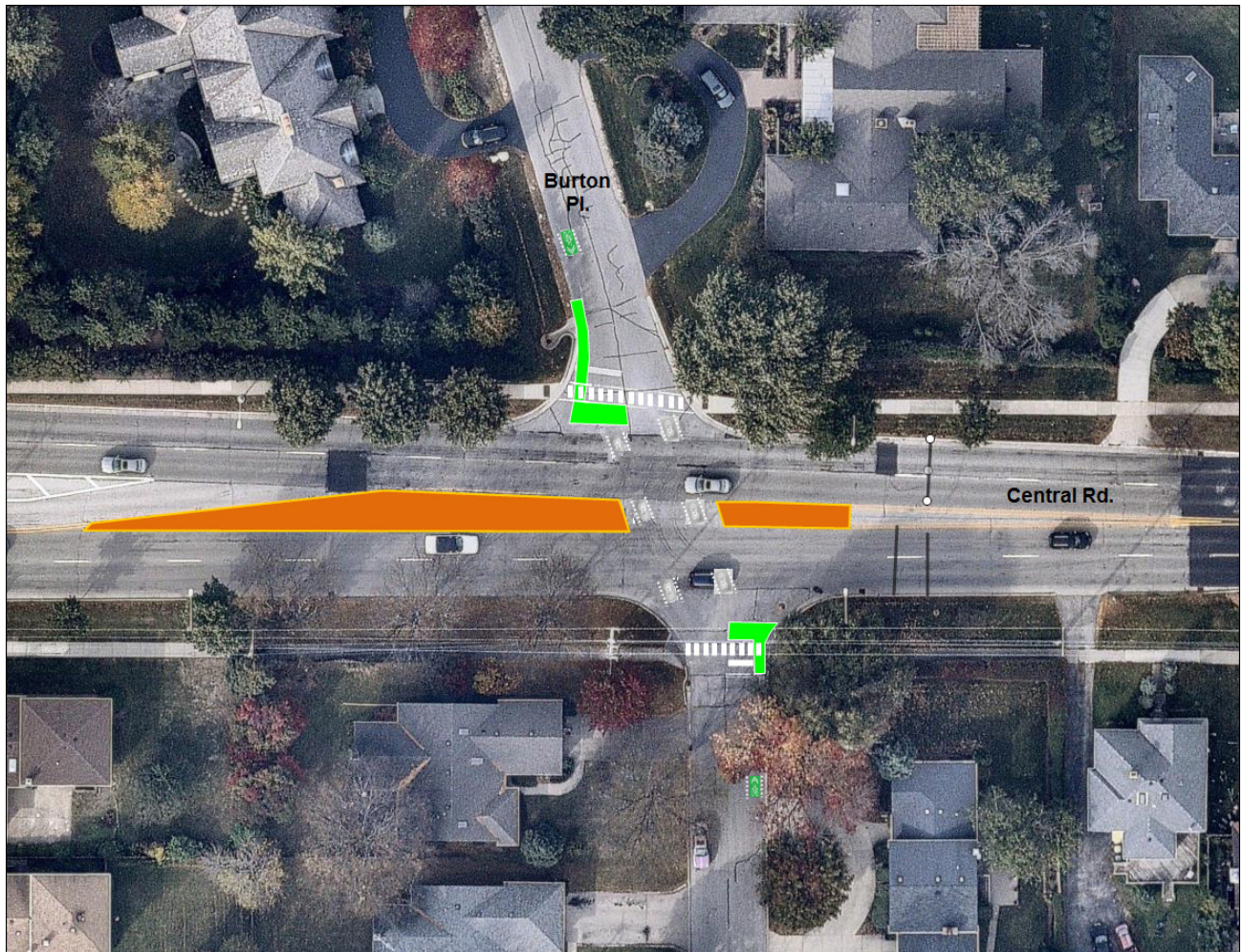
Examples of treatments utilizing short segments of sidepath, raised center medians, RRFBs, enhanced markings, signage, etc.

Figure H1



Crossing of Hintz Road at Brighton-Windsor (Alternative design concept)

Figure H2



Crossing of Central Road at Burton-Haddow (Alternative design concept)

APPENDIX I

Typical treatments for improving Intersections for bicyclists and pedestrians

The following provides basic information on select engineering treatments used at intersections and other crossing locations to improve bicycle and pedestrian safety, access, and mobility. The Village should consider installation/implementation of these treatments whenever feasible. Implementation requires engineering evaluation of specific locations and potential treatments and should be utilized by the Village on a case by case basis – considering such factors as bicycle/pedestrian usage, traffic volumes, traffic speeds, potential safety benefits, adjacent land uses, whether the intersection or crossing is along the recommended bicycle network, costs, timing of intersection investments, and available right-of-way. More information can be found out in CMAP’s Complete Streets Toolkit, at <http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/complete-streets>. See especially, the “Select Treatments” section, which is divided into “Intersection and Crossing Locations” and “Traffic Calming and Speed Management.”²

² See also California Department of Transportation’s “Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians” (<http://www.dot.ca.gov/hq/traffops/engineering/investigations/docs/intersection-guide-bicycles-pedestrians.pdf>), as well as the “Intersection Treatments” chapters of NACTO’s Urban Street Design Guide, (<http://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/>) and its Urban Bikeway Design Guide (<http://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/>).

Crosswalk Pavement Markings

A location indicated as an appropriate place for pedestrians to cross a street or vehicular way by marking the crossing location with crosswalk pavement markings. High visibility crosswalks typically make use of longitudinal, “continental,” or “ladder” style pavement markings, which are more visible to approaching traffic.

Figure I1



Pedestrian countdown signals

Pedestrian countdown signals consist of a standard pedestrian signal heads, with an added display showing a countdown of the remaining crossing time. The Manual on Uniform Traffic Control Devices (MUTCD) recommends that the countdown timer start at the onset of the flashing DON'T WALK. The timer continues counting down through the pedestrian clearance interval. Countdown signals are required by the MUTCD to be installed whenever pedestrian signal heads are warranted as part of intersection signalization or reconstruction. Signals may be supplemented with audible or other messages to make crossing information accessible for all pedestrians.

Figure I2



Signal timing adjustments

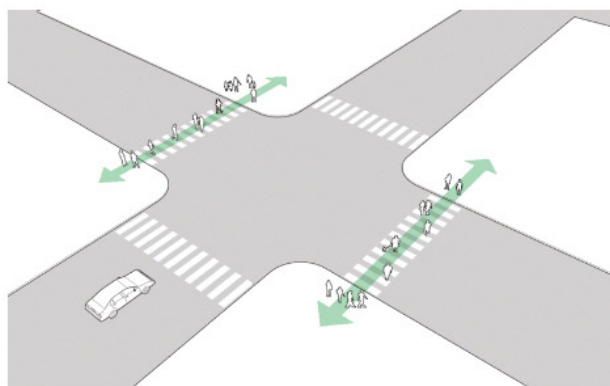
Signal timing adjustments designed to minimize conflicts between pedestrians and motorists.

The five major adjustments are:

- A leading pedestrian interval (LPI) provides pedestrians with a few seconds of lead time prior to the onset of the associated vehicle phase.
- Slower walking rates (two-and-a-half to three-and-a-half feet per second) may be programmed at intersections with or without pedestrian signal heads to account for young children, mobility-impaired, or elderly pedestrians.
- A LPI provides pedestrians with a few seconds of lead time prior to the onset of the associated vehicle phase.
- Lagging left turn provides pedestrian with a few seconds of lead time prior to the onset of a protected left-turn phase.
- Right-turn on red restrictions often improves pedestrian safety

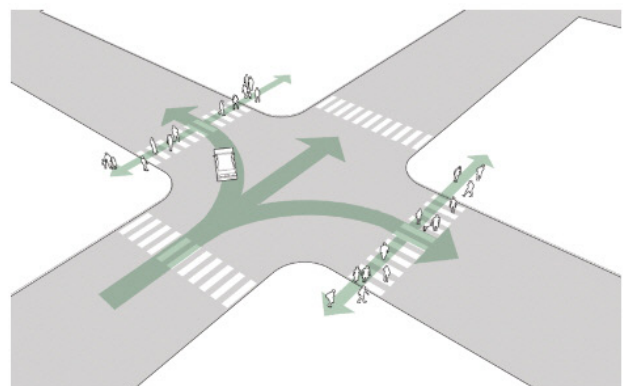
Figure 12

LPIs have been shown to reduce pedestrian-vehicle collisions as much as 60% at treated intersections.



Phase 1: Pedestrians only

Pedestrians are given a minimum 3–7 second head start entering the intersection.



Phase 2: Pedestrians and cars

Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

Bicycle detection technology / Signal activation by bicycles

Bicycles (and motorcycles) have difficulty triggering demand-actuated traffic signals, which typically require large metal vehicles placed over in-pavement loop detectors. Cars may not be present to trigger the signal, or cars may be stopped too far back behind a bicyclist who arrived at the intersection ahead of the car. Pedestrian push-button actuation, if present, is often inconveniently located for bicyclist.

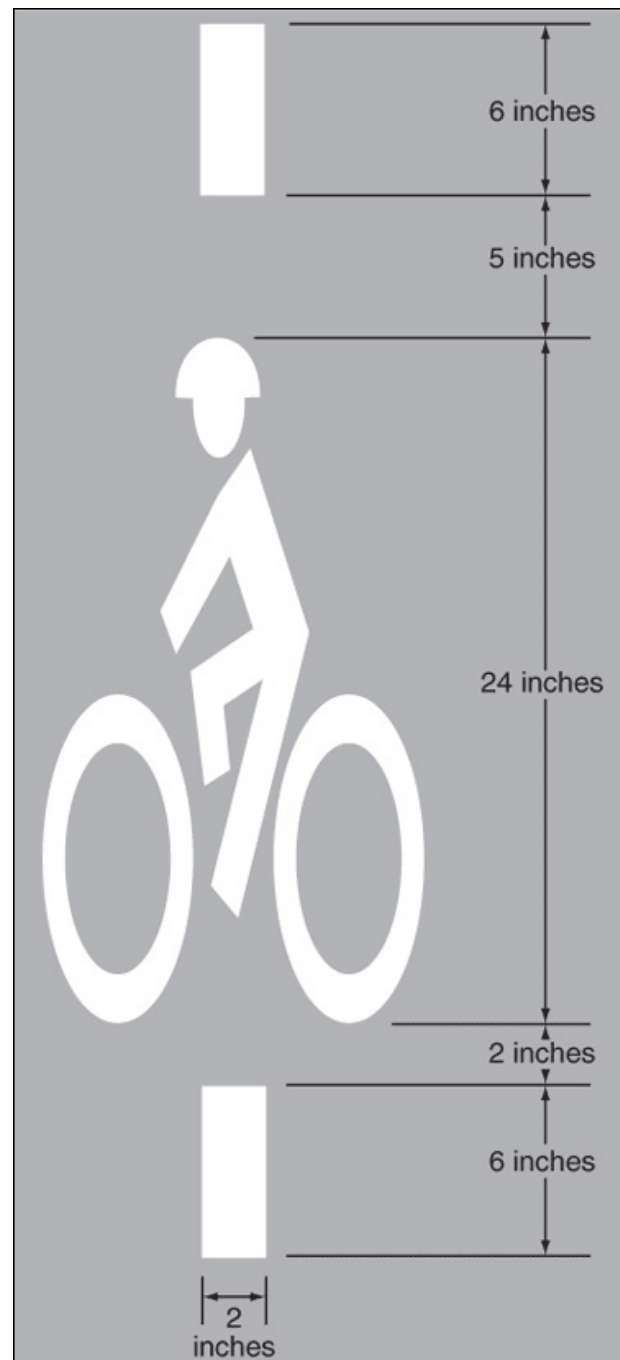
Illinois recently enacted a law, by which bicyclists and motorcyclists may treat stoplights like stop signs, after two minutes of waiting/not being detected. However, engineering solutions are safer and preferred.

For existing intersections, the MUTCD-approved Bicycle Detector Pavement Marking (MUTCD Fig. 9C-7), used together with the R10-22 Bicycle Signal Actuation Sign, to indicate the detector trigger point for actuating the signal. For standard automobile detectors, the detector's perimeter – such as its right edge – is typically more sensitive to bicycles. Correct adjustment of the sensitivity of existing automobile detectors may be needed while the detector pavement marking serves to indicate proper bicycle position at an intersection.

For new intersections, quadrupole loop detectors, or camera detection technology should be used, as they are more sensitive to bikes and motorcycles. The City of Austin, TX recently developed a smartphone app designed to communicate with the existing signal system. The app indicates to the signal that a bicyclist is approaching, which triggers a green light.

Bicycle detection technology should be operationalized at signalized intersections along key (framework) bicycle routes in order to reduce bicyclist wait time and potential confusion and conflict between roadway users.

Figure I4



Advance Stop or Yield lines

Advance stop or yield lines are standard markings that indicate the point behind which vehicles are required to stop or yield (in compliance with the locations traffic control device), but which placed further back on the approach to an intersection or marked crossing. Advance stop/yield lines are typically placed between four and 50 feet in advance of crossing location, and are 12 to 24 inches wide. The objective of this treatment is to encourage motorists to stop farther away from a marked crosswalk in order to improve lines of sight and increase safety at intersections. More information can be found in the MUTCD, Section 3B.16

Medians/Refuge islands

Center median refuge islands are raised barrier areas placed in the center of the roadway, separating opposing lanes of traffic, through which a crosswalk passes. They provide a safe place for pedestrians to wait safely to cross, and can also help manage access / reduce conflict points.

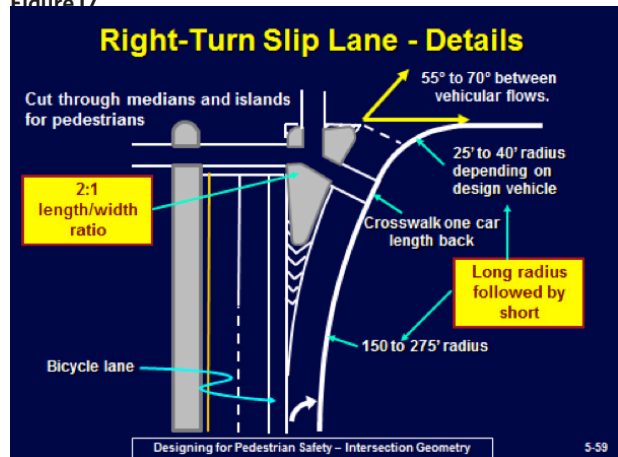
Pork chop islands are triangular raised islands placed between a right-turn slip lane and through-travel lanes. They channelize vehicular traffic and also provide a place where pedestrians (and bicyclists) can wait for a suitable gap in traffic or for the WALK phase of a pedestrian signal. When properly designed, they keep turning speeds low and allow for good sightlines for pedestrians and drivers.

Medians and pedestrian crossing islands are one of FHWA's nine proven safety countermeasures and have been shown to reduce pedestrian crashes by 46 percent and motor vehicle crashes by up to 39 percent. They are recommended in curbed sections of multi-lane roadways in urban and suburban areas, particularly in areas where there are mixtures of significant pedestrian or bicycle and vehicle traffic (more than 12,000 ADT) and intermediate or high travel speeds.

Figure 15



Figure 17



Curb extensions

Curb extensions or ‘bulb outs’ are extensions of the curb line into the street, across the parking lanes to the edge of the travel lane. They are appropriate only where there are on-street parking lanes. Curb extensions have several objectives or benefits, including:

- To improve the visibility of pedestrians waiting to cross the street, and simultaneously improve the pedestrians’ ability to see vehicles traveling in the roadway
- To shorten crossing distance/time
- To calm traffic and slow the speed of turning vehicles
- To provide more sidewalk space (for various purposes).

It should be noted that landscaping may be required in order to guide visually-impaired pedestrians to crossing locations. In addition, curb extensions can affect stormwater flow and should therefore be designed to accommodate drainage.

Raised crosswalks and intersections

Raised crosswalks are elevated above roadway pavement in the form of an elongated speed hump with a flat section in the middle and at-grade with adjacent sidewalks. A raised intersection is a plateau covering the entire intersection, including crosswalks, on level with surrounding sidewalks, with ramps on all vehicular approaches.

They are appropriate at locations with large volumes of pedestrians (and bicyclists) – in downtown areas, near schools, transit, etc. – along relatively low-speed roads. The objective of these treatments is to control and calm traffic speeds at crosswalks and/or intersections, increase visibility, and thereby improve the safety of pedestrians at the crossing. They are often combined with beacons, signage, and enhanced markings.

Figure I8



Figure I9



Pedestrian crossing beacons (Hybrid, RRFB, Overhead)

Pedestrian crossing beacons are used to warn and control traffic at unsignalized marked crossing locations in order to assist pedestrians in the crossing the roadway. They encourage drivers to comply with laws requiring that they stop for pedestrians in crosswalks. Beacons are activated by push buttons, so they should include a locator tone to inform visually impaired pedestrians that activation of the signal is required to cross the street, as well as a tone to indicate onset of the WALK interval.

The pedestrian hybrid beacon is a special type of hybrid beacon intended to stop vehicular traffic at unsignalized intersections or mid-block crossings along relatively large, high volume, high-speed, multi-lane roads, where traffic signals are not warranted.

A RRFB device is a pedestrian-activated beacon system located at the roadside (and sometimes on a median in the middle of a road), which acts as a supplement to pedestrian warning signs at non-signalized intersections or mid-block crosswalks. RRFB devices must be used in conjunction with other treatments, such as warning and regulatory signage, advance stop/yield markings, marked and/or raised crosswalks. They are typically utilized along roads with lower vehicle volumes and speeds than those where hybrid beacons are installed.³

Overhead flashing beacons are similar to RRFBs, but with lower intensity lights. They consist of pedestrian-activated flashing amber beacons installed on traffic signal poles and mast arms at uncontrolled crossing locations, along with regulatory/ warning signage.

³ See Vermont's guidelines for pedestrian crossing treatments at http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/ltf/Crossing%20Treatment%20Guidelines%20January_2015.pdf. The City of Boulder's Pedestrian Crossing Treatment Installation Guidelines are at <https://www-static.boulder.colorado.gov/docs/pedestrian-crossing-treatment-installation-guidelines-1-201307011719.pdf>. North Carolina DOT's Pedestrian Crossing Guidance is at https://connect.ncdot.gov/resources/safety/TEPPL/TEPPL%20All%20Documents%20Library/Pedestrian_Crossing_Guidance.pdf, with a decision flow-chart at <https://connect.ncdot.gov/resources/safety/TEPPL/TEPPL%20All%20Documents%20Library/FlowChart.pdf>.

Figure I10



Figure I11



In-street pedestrian crossing signs

A regulatory sign mounted in the center of relatively low speed streets at uncontrolled marked crossings, which reminds motorists of the law stating that they must stop for pedestrians in crosswalks. Unless on a median island, the in-street signs must be mounted on support designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

The in-street pedestrian crossing sign provides additional notice to motorists that they are approaching a pedestrian crossing, and encourages them to slow down and comply with the law to stop for pedestrians in a crosswalk. They calm traffic by visually and literally narrowing the street.

Figure I12



High-visibility signage—Warning and regulatory signs

Florescent, yellow-green signs that visually alert motorists to the potential for pedestrians and bicyclists to be present. The objective is to improve pedestrian safety at crossings and along roadways by increasing the visibility or prominence of crossing locations and other bicycle and pedestrian facilities or activity and to communicate regulations or laws pertaining to the interactions between motor vehicles, pedestrians and bicyclists. The signs encourage motorists to operate their vehicles with caution, to expect pedestrian and bicycle traffic, and to be aware of the legality of their presence. They attract drivers' attention to areas of potential conflict between motorized and non-motorized traffic.

Figure I13



Mini traffic circles

Mini or neighborhood traffic circles are raised circular medians (traffic circles) constructed in the center of intersections of low volume, low speed, primarily residential streets. Vehicles must change their travel path to maneuver around the circle. While the typical application uses traffic circles to replace stop signs, they may also be installed in intersections where stop or yield signs remain in place.

Mini traffic circles are a traffic calming feature and an aesthetic enhancement. As traffic calming device, their purpose is to reduce motor vehicle speeds, manage traffic, and improve safety at intersections in residential areas. As aesthetic elements, they contribute to the quality of the streetscape through landscaping and other enhancements.

Figure I14



APPENDIX J

Sidewalk Zone System

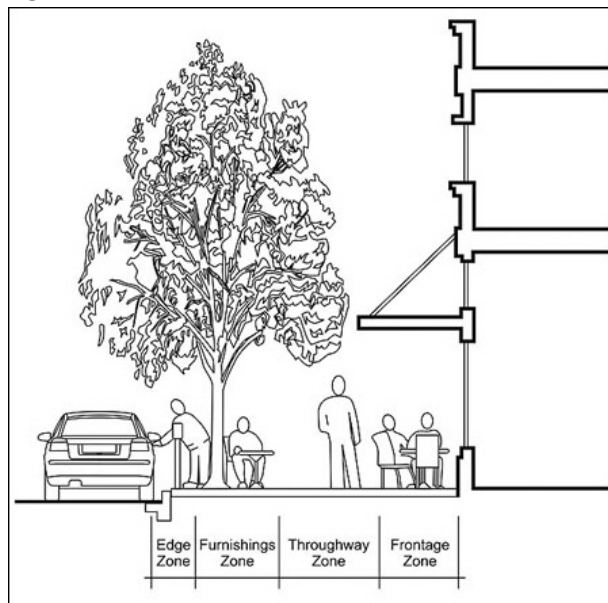
The Sidewalk Zone System is a tool that planners use to ensure that pedestrian ways function appropriately and meet basic Americans with Disabilities Act (ADA) requirements for a continuous, smooth and level sidewalk, free of obstructions. Under the system, it is easier to place ramps correctly and keep the sidewalk level across driveways. Following the system also keeps all potential obstructions, such as utility poles, signs, trees, drinking fountains, and benches, in the furniture or frontage zones.

The Sidewalk Zone System consists of four distinct zones:

- Curb zone: curbed area between the sidewalk and the vehicle ways; usually includes drain inlets.
- Furniture zone: Area of the sidewalk where refuse receptacles, benches, utilities, and other objects are best placed.
- Pedestrian zone: Area of the sidewalk that should be clear for walking.
- Frontage zone: Area of the sidewalk that transitions to adjacent land uses; commonly used for quasi-public activities, such as outdoor cafes and sidewalk sales.

⁴ See the U.S. Access Board website, <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>.

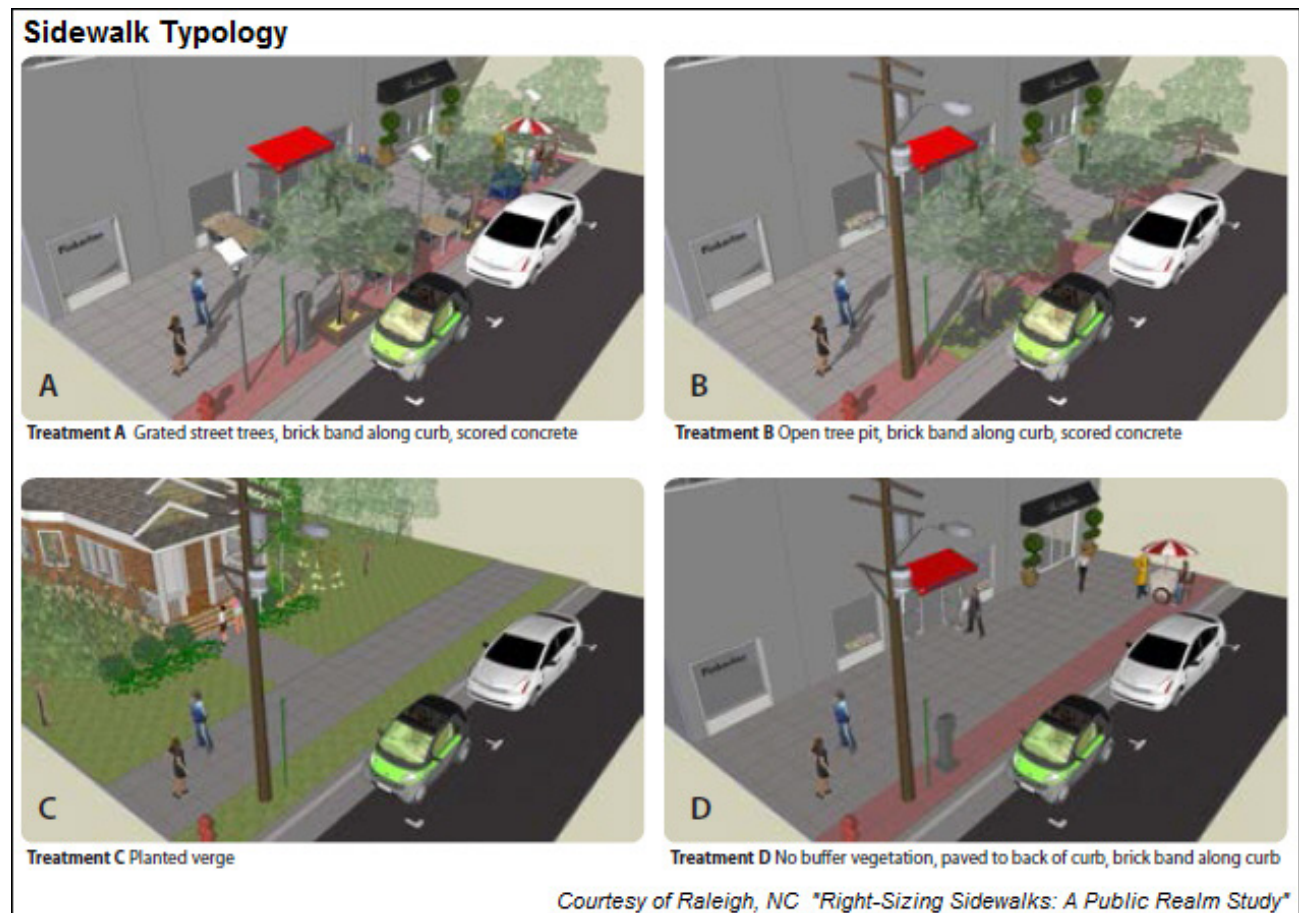
Figure J1



Courtesy of FHWA

Geometrics for each zone will look different in residential areas versus commercial districts. Guidance on space allocations can be found in Chapter 3 of the Active Transportation Alliance's *Complete Streets Complete Networks* design manual: <http://atpolicy.org/Design>. The *Public Rights-of Way Accessibility Guidelines* (PROWAG) offer information and guidance on best practices for accessibility in and along streets.⁴ These proposed guidelines are expected to become law in the near future. In general, the provision of ADA-compliant accessibility in public rights-of-way advances community walkability. However, true walkability is about more than access in the sense of that word as used in the ADA. Providing an inviting and comfortable environment for persons on foot, including amenities such as street trees and furnishings, as well as a mix of land uses and architectural forms that cooperate and collaborate with the activity of walking, are also important in creating walkable communities.

Figure J2



APPENDIX K

Additional facility type cross-sections

Traditional bike lanes (*Illustrative*)

Figure K1 - Sigwalt, Existing and Proposed

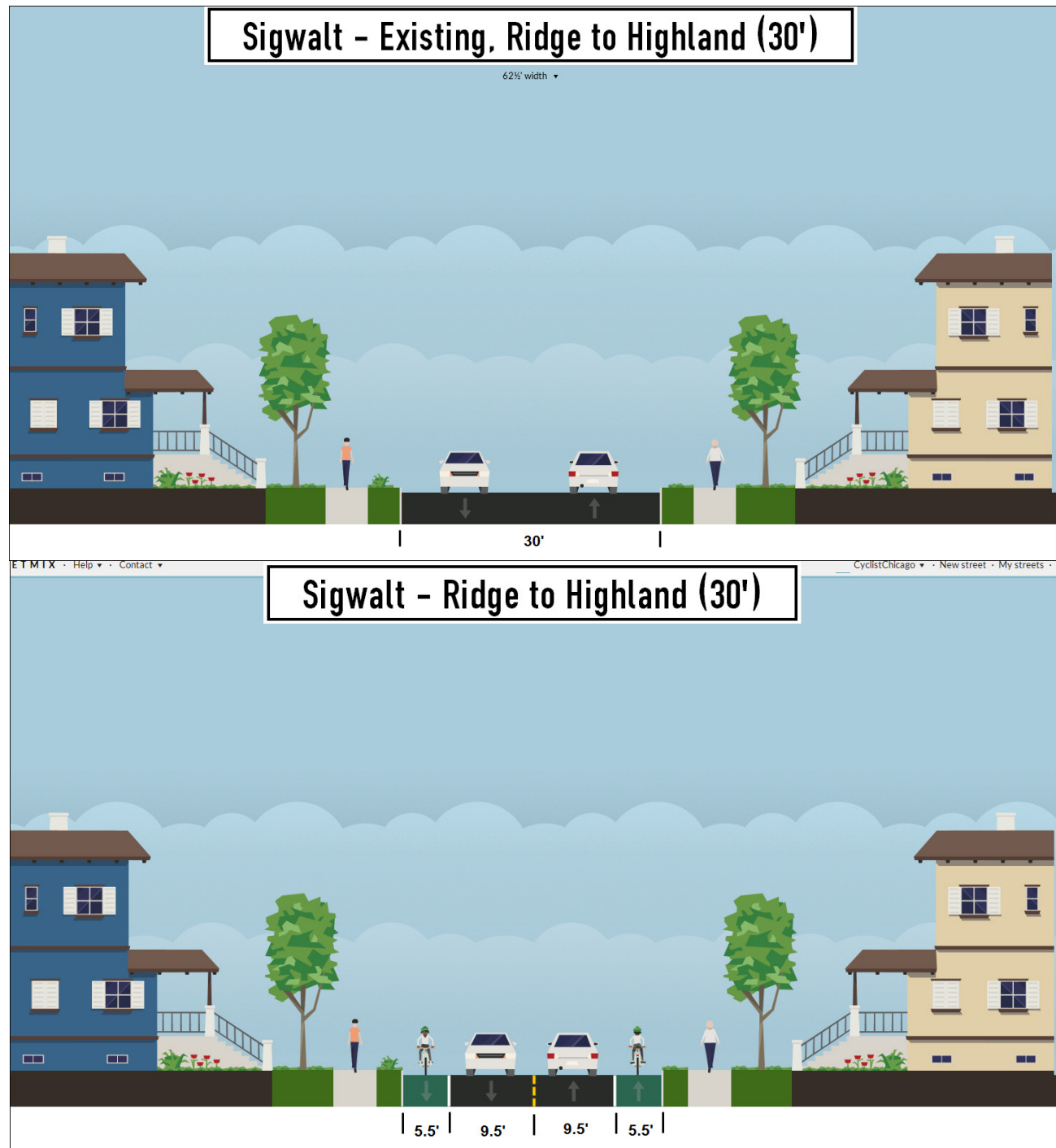
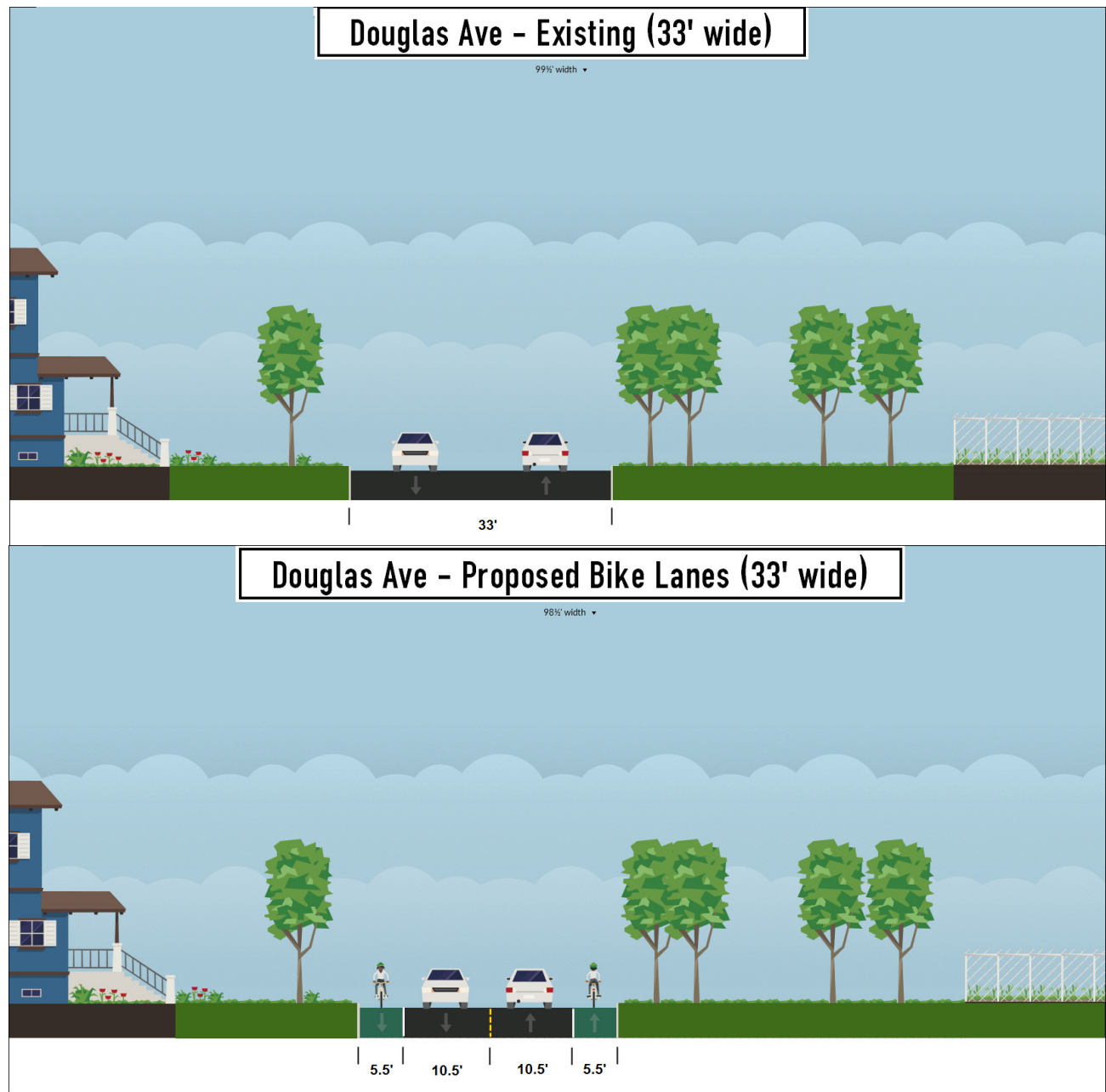
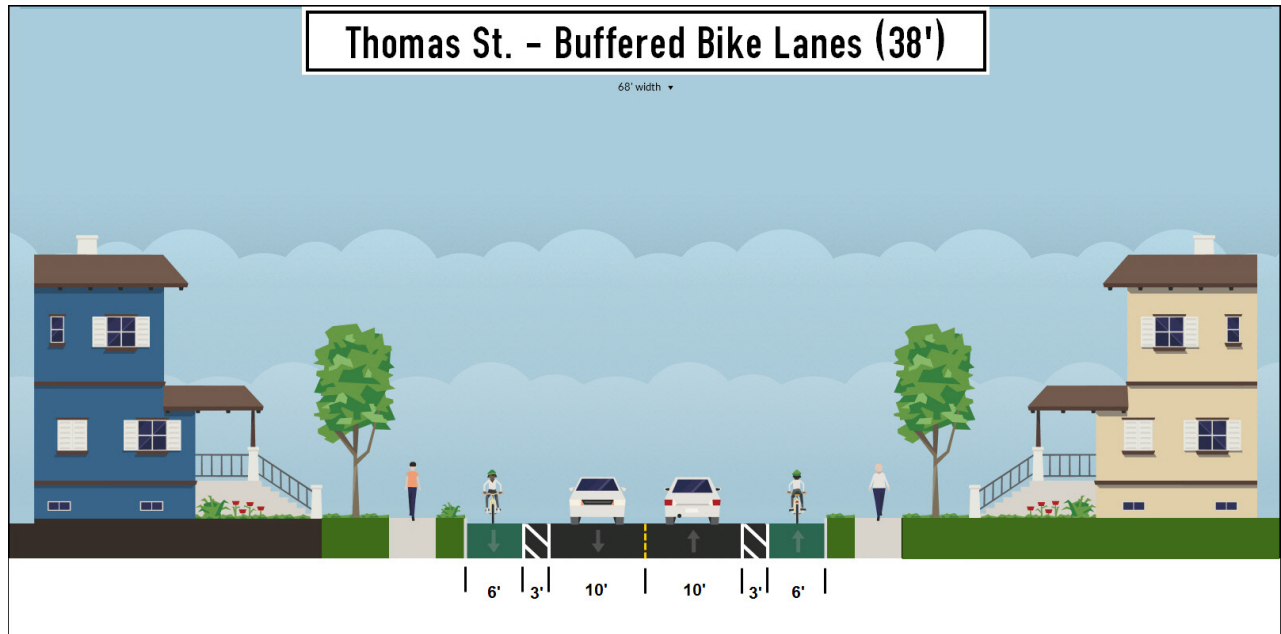


Figure K2 - Douglas, Existing and Proposed



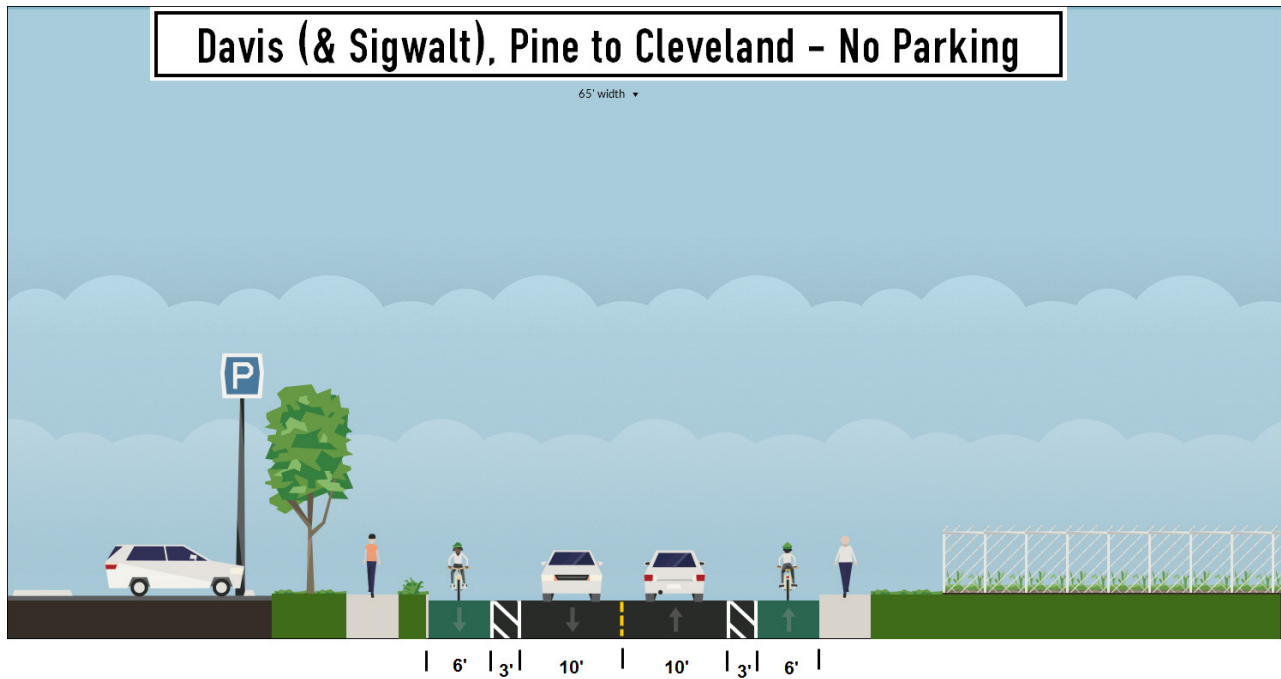
Buffered bike lanes (Illustrative)

Figure K3 - Thomas, Proposed



Source: www.streetmix.net

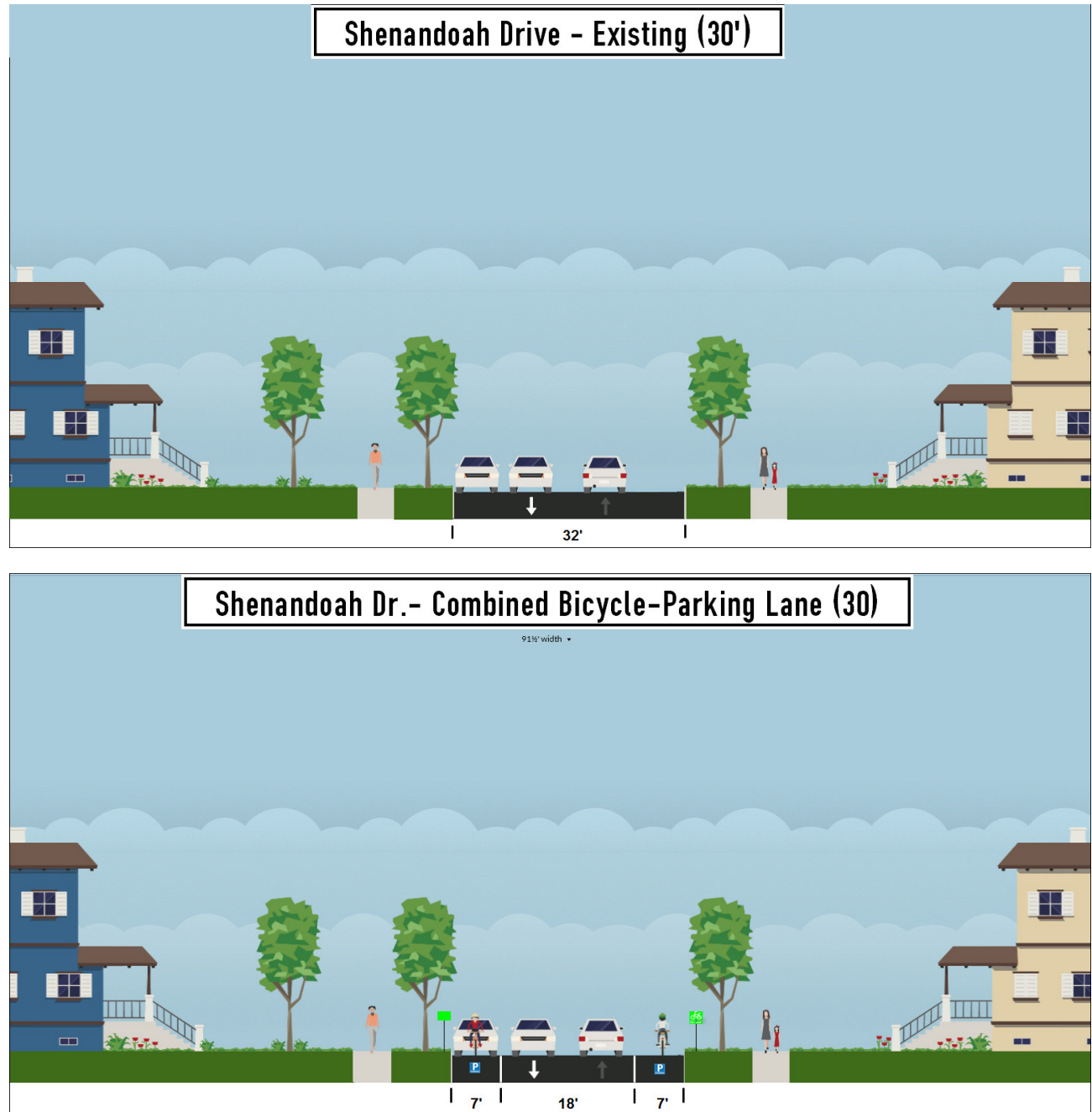
Figure K4 - Davis and Sigwalt (no on-street parking)



Source: www.streetmix.net

Combined bicycle-parking lanes (*Illustrative*)

Figure K5 - Shenandoah, Existing and Proposed



Source: www.streetmix.net

Signed bicycle route (*Illustrative*)

Figure K6 - Hackberry (local street, bike signage only)

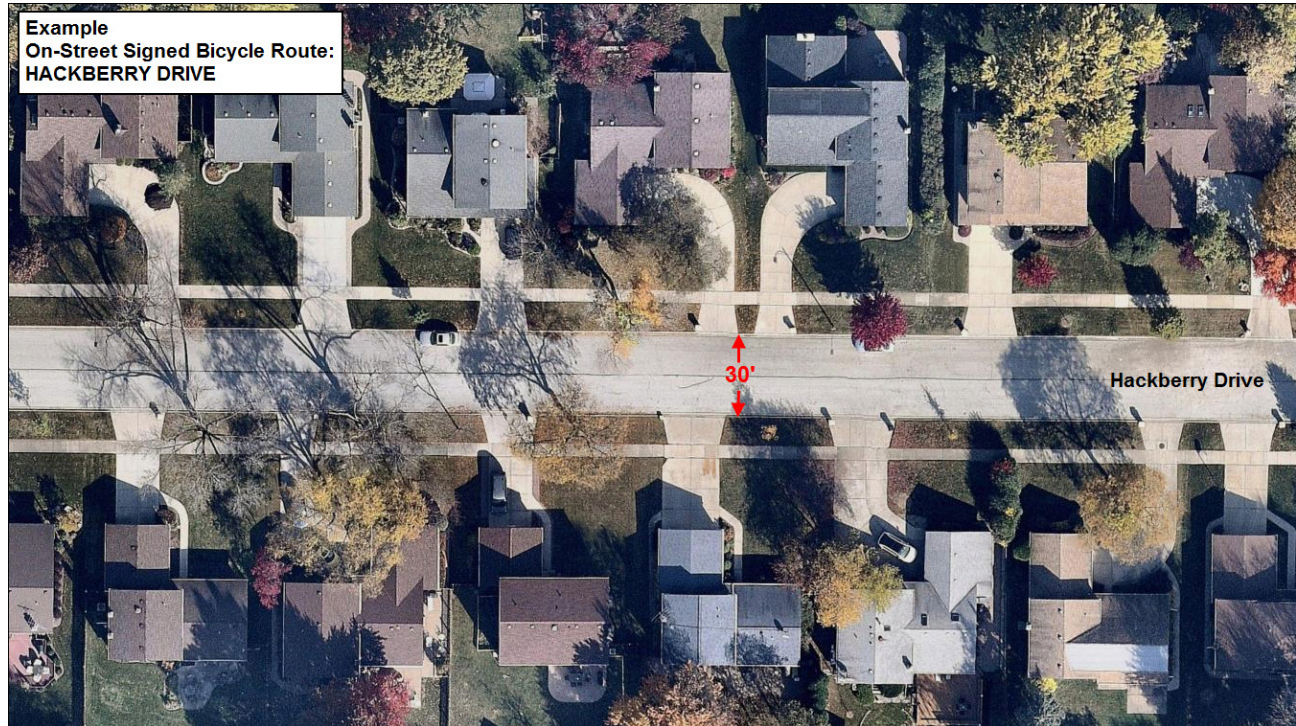
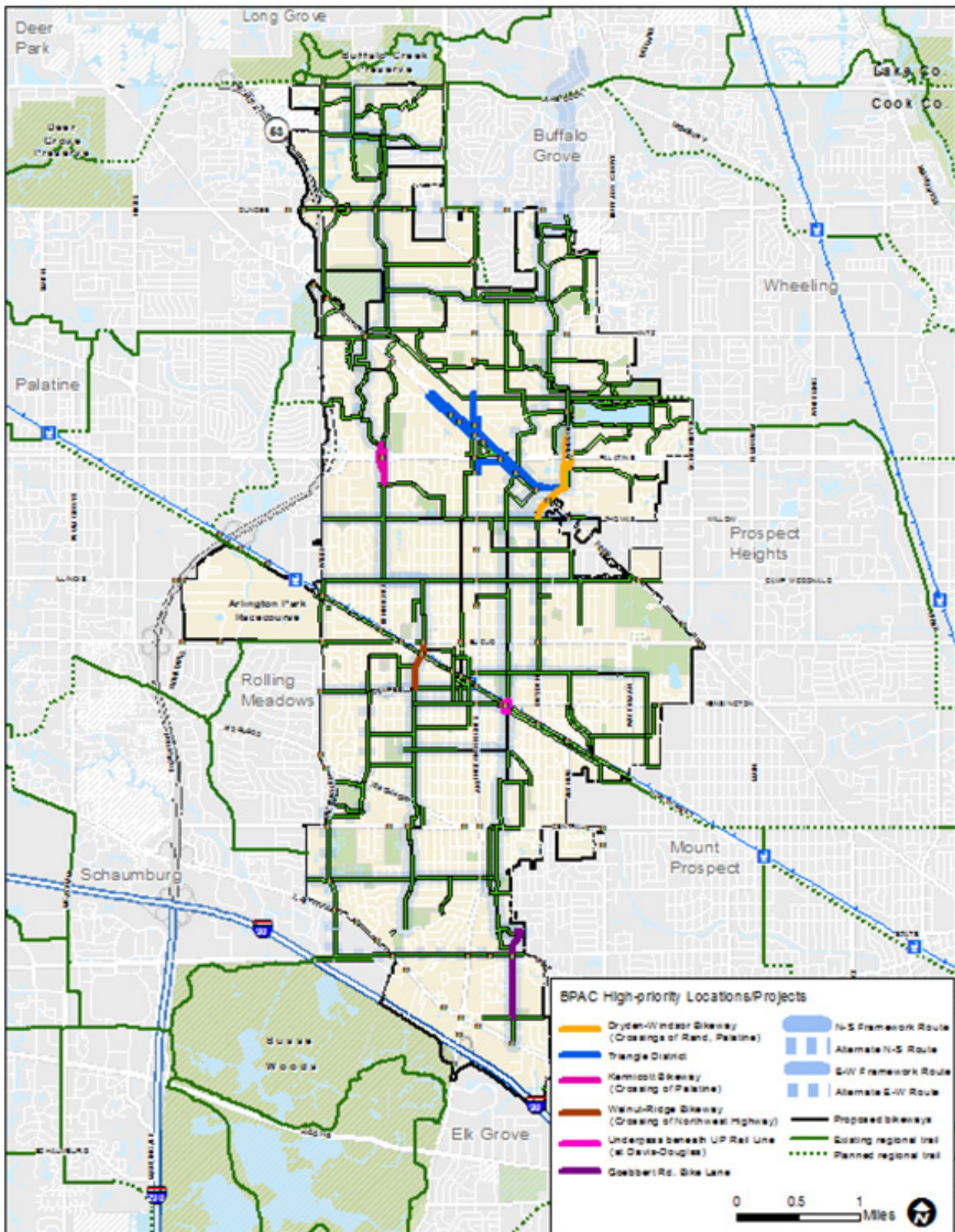


Figure K7 - Hackberry (local street, bike signage only, perspective view)



APPENDIX L

Arlington Heights BPAC - High Priority Locations / Projects



Source: CMAP, 2016

APPENDIX M

Bike Parking Ordinances: A recent exchange on the Association of Bicycle and Pedestrian Professionals Discussion Forum

From: j.f.cinatl@sbcglobal.net [mailto:j.f.cinatl@sbcglobal.net]

Sent: Saturday, December 26, 2015 2:43 PM

To: APBP List Serve; DUNBAR Reed C

Subject: Re: [apbp] Bike Parking Ordinance Examples

Hi Reed (and listserv folks)

I'm finally catching up on some old e-mails - particularly this early December cluster of e-mails in regard to bike parking - one of my favorites subject.

I'd like to add a few additional comments to your excellent list below.

Expand your guidelines/ordinances bike parking pages & diagrams by referencing the APBP *Bicycle Parking Guide 2nd Edition* (or later) which describes many "good" bike rack types and parking scenarios. If you don't detail the type of racks you will get useless rack types being installed (like wave racks) instead of good types - which defeats the whole purpose of a good bike parking guide.

Once these ordinances/guidelines are put in place the Plan Checkers in the jurisdiction's Planning Department must be made aware of these provisions and include bike parking provisions on their Plan Check list. Plan Checkers must be made aware that properly installed racks aren't be located in the alley next to the dumpster - but up front where patrons access them (rear located racks are OK for staff however)

Then, Building Inspectors must be brought on board - when doing building inspections, before signing off for occupancy, they need to check the bike racks, of the correct type and location, are installed.

Anyway, just some additional thought regarding bike parking

John Cinatl

Caltrans - District 6 Bicycle Coordinator - Retired

Clovis (Fresno) & Port Hueneme (Oxnard), CA

From: DUNBAR Reed C
To: Liz Cornish ; Members@lists.apbp.org
Sent: Wednesday, December 09, 2015 9:30 AM
Subject: Re: [apbp] Bike Parking Ordinance Examples

I am currently wading through scores of best practice documents, public input, and staff recommendations in an effort to update our code (I will have a near-final draft to share soon, if interested). Here are a few items that I think belong in a modern bicycle parking code update based on our experiences:

- Provision of Non-Standard bicycle spaces. Cargo bikes, family bikes, and bikes with trailers require more room. Decide on a quantity or percentage of spaces for “big bikes”.
- Access to electrical outlets. eBikes are becoming more popular and any long-term bicycle parking should include (at a minimum) the installation of electrical conduit. When I inquired to this listserv about standards Vancouver, BC responded they require 50% of long-term bicycle spaces to have access to electrical outlets.
- Materials for long-term bicycle parking. Cities should prohibit the use of cyclone (or chain link) enclosures. They are too easily defeated by simple tools. Specify wire mesh or perforated steel (or glass, masonry, etc.). If there is an interior bike room, make sure there is an opportunity to see and be seen before entering the room (windows).
- If you allow bicycle lockers ensure there is an opportunity for visual inspection. Usually, this means specifying some level of transparency (wall materials like perforated steel, or durable clear inserts in the door)
- Minimum height requirements for rack elements. Rack characteristics are important, decide on how you wish to regulate the material composition and size of the standard bicycle racks (in addition to spacing characteristics).
- If you have large developments, decide if you want long-term parking dispersed throughout the site or if you will accept a central secure parking enclosure. We have had issues with disuse of centralized facilities and will write requirements for multiple long-term bicycle parking enclosures into the code.
- Best practice documents do a good job of specifying attachment/mounting options. Be clear about how you want racks to be mounted.
- Percentage of covered bicycle parking (short-term). Important in rainy climates. Having a discussion about lighting is also important.
- Decide if you will accept stacked, hanging, or semi-vertical bicycle parking. We will probably end up with a small percentage of stacked and hanging. These types of parking decrease the footprint of bicycle parking areas but

can challenge users with heavy (or non-standard) bikes.

I have a lot of thoughts on this – if you have specific questions please let me know.

Reed Dunbar, AICP | Transportation Planner

City of Eugene | Public Works Engineering
99 E Broadway, Suite 400 | Eugene OR 97401
Phone 541.682.5727 | Fax 541.682.5032

On Wed, Dec 9, 2015 at 2:31 PM, Jessica Roberts <jessicaroberts@altaplanning.com> wrote:

I agree with Tim that enforcement is the key. Portland has had problems with this, and advocates have taken on the task of monitoring for compliance, which frankly seems ridiculous - that is literally the paid job of city staff, and to have advocates do it out of their personal time....but here we are.

Again to point out Arlington, at least the last time I talked with them about this, the enforcement work they did was outstanding. They had a staff person appointed as the very proactive watchdog, and he took that role really seriously.

Jessica Roberts
Principal
Alta Planning + Design
www.altaplanning.com
Main line: 503-230-9862 | Direct: 503-200-3272 | jessicaroberts@altaplanning.com
Creating active communities

On Wed, Dec 9, 2015 at 11:14 AM, Tim Potter <pottert@msu.edu> wrote:

[The Meridian Charter Township Bicycle Parking Ordinance] was adopted in 2010 and local bike advocates have learned that enforcement is the difficult part. We've played an informal role in monitoring things on the ground for township staff who are pretty tight for staff time, but can't possibly replace a formal process for ensuring that the ordinance is followed by developers/ property owners. So, I'd recommend having some discussion and agreement with staff re: how and when audits are done on developments that require bike parking by your ordinance.

Tim

Tim Potter
Sustainable Transportation Manager
MSU Bikes Service Center
434 Farm Lane, Rm. B10 Bessey Hall | Michigan St. University | E. Lansing,
MI 48824-1033
Direct Ph: 517-432-3414 | Direct Email: pottert@msu.edu



Item: Ordinance - Code Amendment - Chapter 28

Department: Engineering/Planning/Legal

An Ordinance Amending Chapter 28 of the Arlington Heights Municipal Code
(Section 11.8, Schedule of Bicycle Parking Requirements)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Code Amendment - Chapter 28 - Section 11.8	Ordinance

AN ORDINANCE AMENDING CHAPTER 28
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE

BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That Chapter 28 of the Arlington Heights Municipal Code, Zoning Regulations, be and is hereby amended, by adding Section 11.8, Schedule of Bicycle Parking Requirements, as follows:

11.8 Schedule of Bicycle Parking Requirements

Bicycle Parking (BP) is defined as any designated space made publicly available for secure short-term bicycle storage. Designs and dimensions of BP spaces and structures must comply with standards set forth in the Association of Pedestrian and Bicycles Professionals *Bicycle Parking Guidelines* handbook. The minimum number of required off-street BP spaces shall be determined using the guidelines set forth in this Section. These requirements shall apply in the case of new construction or when a change in use results in the requirement for additional off-street motor vehicle parking. However, if space is not available or feasible on a site to provide the required number of bicycle parking spaces, the Director of Planning may determine that fewer or no spaces be provided.

These requirements are established to ensure adequate parking and access for the following building and development types in the Village of Arlington Heights.

11.8-1 RESIDENTIAL USES

<u>USE</u>	<u>REQUIREMENT</u>
Multiple Family Dwelling in the R-5 and R-6 Zoning Districts	One BP space for every 10 dwelling units
Multiple Family Dwellings in the R-7 Zoning District	One BP space for every 10 dwelling units

11.8-2 RETAIL – COMMERCIAL AND SERVICES

<u>USE</u>	<u>REQUIREMENT</u>
Amusement Device Arcades	One BP space for each 6,000 square feet of floor area, minimum of two BP spaces
Automobile Service Stations	One BP space for every 40 employees, minimum of two BP spaces
Banks	One BP space for each 6,000 square feet of floor area, minimum of two BP spaces

Beauty Shops	One BP space for each 5,000 square feet of floor area, minimum of two BP spaces
Bowling Alleys	One BP space for each 5,000 square feet of floor area, minimum of two BP spaces, maximum of 12 BP spaces
Dance Studios	One BP space for every 2% capacity, minimum of two BP spaces
Furniture and Appliance Stores	One BP space for each 12,000 square feet of floor area, minimum of two BP spaces, maximum of 12 BP spaces
Health Clubs	One BP space for each 5,000 square feet of floor area, minimum of two BP spaces
Motor Vehicle Sales	One BP space for each 12,000 square feet of floor area, minimum of two BP spaces, maximum of 12 BP spaces
Offices-Business, Professional & Governmental	One BP space for each 6,000 square feet of floor area, minimum of two BP spaces, maximum of 36 BP spaces
Offices-Medical or Dental Clinics	One BP space for every 4,000 square feet of floor area, minimum of two BP spaces, maximum of 12 BP spaces
Medical Center	One BP space for every 6,000 square feet of floor area, minimum of two BP spaces, maximum of 12 BP spaces
Personal Trainer	One BP space for each 5,000 square feet of floor space, minimum of two BP spaces
Restaurant – Carry-Out	One BP space for each 6,000 square feet of floor space, minimum of two BP spaces
Restaurant – Sit-Down	One BP space for each 900 square feet of seating area, minimum of two BP spaces, maximum of 24 BP spaces
Retail Stores-Not Otherwise Specified	One BP space for each 6,000 square feet of floor area, minimum of two BP spaces, maximum of 24 BP spaces

Theaters (indoor)	One BP space for each 6,000 square feet of floor area, minimum of two BP spaces
Undertaking Establishments, Funeral Parlors	One BP space for each chapel or parlor, minimum of two BP spaces

11.8-3 WHOLESALE, STORAGE AND PRODUCTION

<u>USE</u>	<u>REQUIREMENT</u>
Establishments Engaged in Production, Cleaning, Servicing, Materials, Goods or Products, or Engaged in Research and Development	One BP space for each 40 employees, minimum of two BP spaces
Warehouses and Storage	One BP space for each 40 employees, minimum of two BP spaces
Wholesale Establishments	One BP space for each 40 employees, minimum of two BP spaces

11.8-4 COMMUNITY SERVICE USES

<u>USE</u>	<u>REQUIREMENT</u>
Colleges & Universities	One BP space for every 20 employees and 2.5% of maximum enrollment
Community Centers	Spaces equal to 2% of capacity, minimum of two BP spaces
Churches	One BP space for each 100 seats, minimum of two BP spaces
Day Care Centers	One BP space for every 100 children at maximum enrollment plus three spaces per every 40 employees, minimum of two BP spaces
Schools 2.5%	One BP space for every 20 employees and of maximum enrollment
Hospitals	One BP space for every 80 employees, minimum of two BP spaces
Libraries, Art Galleries, Public Museums	One BP space per every 20,000 square feet of gross floor space, with a minimum of two BP spaces

Places of Assembly as follows: Stadiums, Arenas, Auditoriums (other than Church, College or Institutional School), Convention Halls, Skating Rinks and other similar places of assembly

BP space equal in number to 1% of the capacity when capacity is >10,000 persons, 2% when college is <10,000 persons

Recreational Facilities

BP spaces equal in number to 2% of capacity

Schools, Commercial

One BP space for every 20 employees plus BP spaces equal to 2.5% of the maximum number of students projected to be in attendance at any one time

Schools, Elementary and High

One BP space for every 20 employees plus BP spaces equal to 2.5% of the maximum number of students projected to be in attendance at any one time

11.8-5 MISCELLANEOUS USES

USE

REQUIREMENT

Fraternities, Sororities, Dormitories

One BP space for every 20 lodging rooms plus BP equal to 2% of the capacity in persons (exclusive of lodging room capacity)

Hotels & Motels

One BP space for each forty employees, minimum of two BP spaces, plus BP spaces as required for any restaurant that is included

Nursing Homes

One BP space for every 40 beds

Private Clubs & Lodges

One BP space for every 20 lodging rooms plus BP equal to 2% of the capacity in persons (exclusive of lodging room capacity)

Crematories, Mausoleums

One BP space for each 40 employees (minimum two BP spaces)

For uses not listed in this schedule of BP requirements, BP spaces shall be provided on the same basis as required for the most similar listed uses. However, BP spaces shall not be required for Construction Yards, Day Care Homes, Freight Terminals, Private and Public Utility Facilities and Single Family-Two Family Dwellings.

The required BP spaces for a multi-tenant commercial or industrial development may be combined at one location on the site provided that the total number of spaces is not less than the required sum for the combined square footage of all the tenants, and the location is within 200 feet of each tenant entrance.

11.8-6 BIKE PARKING IN THE DOWNTOWN DISTRICT

Bike parking is not required in the Downtown District except for Planned Unit Developments, in which case the number of BP spaces will be determined as part of the formal review process.

SECTION TWO: The provisions of this Ordinance are severable, and the invalidity of any phrase, clause or part of this Ordinance shall not affect the validity or effectiveness of the remainder of this Ordinance.

SECTION THREE: All ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

SECTION FOUR: This Ordinance shall be in full force and effect from and after its passage and approval and publication in pamphlet form, in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 18th day of September, 2017.

Village President

ATTEST:

Village Clerk



Item: Ordinance - Surplus Property - Vehicle

Department: PW/Legal

An Ordinance Authorizing the Sale of Surplus Personal Property Owned by the Village of Arlington Heights
(PW truck)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Surplus Property - Vehicle	Ordinance

**AN ORDINANCE AUTHORIZING THE SALE
OF SURPLUS PERSONAL PROPERTY OWNED
BY THE VILLAGE OF ARLINGTON HEIGHTS**

WHEREAS, the Village of Arlington Heights is a home rule unit pursuant to Article VII of the 1970 Constitution of the State of Illinois; and

WHEREAS, the Village of Arlington Heights is the owner of a vehicle, which property was purchased for use by the Public Works Department; and

WHEREAS, in the opinion of at least three-fourths of the corporate authorities of the Village of Arlington Heights, it is no longer necessary or useful to or in the best interests of the Village of Arlington Heights to retain ownership of said property,

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: Pursuant to its home rule authority and the Illinois Municipal Code (65 ILCS 5/11-76-4), the President and Board of Trustees of the Village of Arlington Heights find that it is no longer necessary, appropriate, or in the best interests of the Village of Arlington Heights to retain title to the property described in this Ordinance and that the property is no longer required by or profitable for the Village of Arlington Heights.

SECTION TWO: Pursuant to Section One, the Village Manager is hereby authorized and directed to dispose of the following described property in whatever manner considered most advantageous to the Village:

ASSET #	YEAR	MAKE	MODEL	SERIAL NUMBER	ESTIMATED VALUE
1202	2003	International	6 wheel dump truck	1HTWHAAR83J052855	\$15,000

SECTION THREE: The Village Manager is hereby authorized to dispose of the property provided that the sale price is not less than the estimated minimum value.

SECTION FOUR: Upon the sale of the aforementioned property, the Village Manager is authorized and directed to convey and transfer title, if applicable, to the property to the purchaser.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage by a vote of at least three-fourths of the corporate authorities and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 18th day of September, 2017.

ATTEST:

Village President

Village Clerk

MISCCORDINANCES: SURPLUS PROPERTY – PW 2017 September



Item: Bond Waiver - ABC/25 Foundation

Department: Building & Life Safety

Background

ABC/25 Foundation is requesting a waiver of the bond requirement for nine in-school drawings to be conducted across all District 25 schools. In-school drawing tickets will be available for 4-6 continuous weeks in the winter or spring (exact duration and dates vary by school).

Recommendation

Staff recommends that the Village Board grant a waiver of the bond requirement for the ABC/25 Foundation Raffles.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Letter

Type

Correspondence



August 14, 2017

Village of Arlington Heights
Department of Building and Health Services
33 N. Arlington Heights Rd.
Arlington Heights, IL 60005

Re: Raffle License Application

Included with this letter you will find a Raffle License Application for the Village of Arlington Heights. The applicant is ABC/25 Foundation, a non-profit organization that will use proceeds from in-school drawings to fund education program grants.

A total of nine in-school drawings will be conducted across all District 25 schools. In-school drawing tickets will be available for 4-6 continuous weeks in the winter or spring (exact duration and dates vary by school).

Cash values for prizes are less than \$50. We request that the bond requirement be waived for all events.

Please contact us with any questions.
Respectfully,

Angie Frye
President, ABC/25 Foundation
126 E. Wing Street, #285
Arlington Heights, IL 60004
Abc25president@gmail.com