



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
July 26, 2017
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. 2214 E. Palatine Rd. Subdivision - 6/28/17

IV. PUBLIC HEARINGS

- A. Bicycle & Pedestrian Plan - PC#17-006
- B. Bike Parking Ordinance - PC#13-011

V. OTHER BUSINESS

VI. 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: 2214 E. Palatine Rd. Subdivision - 6/28/17

Department: Planning & Community Development

ATTACHMENTS:

Description

2214 E. Palatine Rd. Subdivision -
6/28/17

Type

Minutes

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

COMMISSION

RE: 2214 EAST PALATINE ROAD SUBDIVISION - PC #17-002
FINAL PLAT OF SUBDIVISION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 28th day of June, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Community Development Planner

CHAIRMAN ENNES: I would like to call this meeting to order and ask everyone to stand and follow us in the pledge of allegiance.

(Pledge of allegiance.)

CHAIRMAN ENNES: Sam, would you take the roll?

MR. HUBBARD: Sure. Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Present.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. We have minutes from the, our first item of business will be the minutes from the last meeting. I ask for a motion that they be approved.

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER JENSEN: I'll second.

CHAIRMAN ENNES: We have a second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

COMMISSIONER LORENZINI: I was not here at the meeting.

CHAIRMAN ENNES: So, you'll abstain. So, the meeting minutes are approved. I should point out this is not a public hearing, this is a public meeting. Our first petition on the agenda is the, I thought I knew the pronunciation --

MR. LAUBENSTEIN: Hogleve.

CHAIRMAN ENNES: Hogleve petition. So, if you would like to come up and state your name and address for the reporter?

MR. LAUBENSTEIN: Good evening. My name is Richard Laubenstein, L-a-u-b-e-n-s-t-e-i-n. I'm the attorney for the Petitioner.

CHAIRMAN ENNES: Good to see you.

MR. LAUBENSTEIN: Thank you.

CHAIRMAN ENNES: So, would you present what you would like us to hear?

MR. LAUBENSTEIN: I'm very happy to let you know we have rounded up all the signatures from the utilities, from IDOT, from the owners. We furnished that to the Village last week. Village has also received payment for all of the associated fees. We're requesting final plat approval today and signature so we can move on, get to the Village Board signature, and wrap this up.

CHAIRMAN ENNES: Anything else?

MR. LAUBENSTEIN: No, sir.

CHAIRMAN ENNES: That's it. Sam, would you like to give us the Staff report?

MR. HUBBARD: Sure. Just a quick sum up, as I'm sure the Plan Commission recalls, this was before them only a few months ago for preliminary plat of subdivision. The changes have been made to the plat relative to the requirements from the Engineering Department and the Planning Department. The final plat of subdivision is in substantial compliance to the preliminary plat of subdivision, and we're recommending approval subject to one condition as outlined in the Staff report. I have the, you know, the drawings here if the Plan Commission would like more detail or have any questions, I'd be happy to go through the drawings and go through in detail if necessary.

CHAIRMAN ENNES: Let me ask if the changes that were recommended and approved by the Plan Commission were the same changes and recommendations approved by the Village Board?

MR. HUBBARD: They were, yes. They waived the requirement for the water main and postponed the requirement for the sidewalk. I think they're waiting for more information before it goes back before them to decide officially on the sidewalk. But they upheld the provision on the maintenance and the security deposit and the waiver of the water main requirement.

CHAIRMAN ENNES: Are there any questions from the Commissioners?

COMMISSIONER DROST: Yes. How did you or your client like the process? Can you give us some anecdotes there? I know that there were some issues when you presented. Did it all sort of work its way through? Any complaints? Good news, bad news, et cetera?

MR. LAUBENSTEIN: I think it worked its way through quite well. I've been doing this for 30 years. I've been on the plan commission in my own village. As an attorney, I've presented to any number of different boards. Things here went very smoothly, especially the cooperation with Staff. I think from my client's point of view like any clients, they would have liked it approved before I even submitted it, but I think that's par for the course.

Considering that we, I think got documents in November and we're approved by you and the Village Board preliminarily last month, I think that's pretty fast. I've seen it go a lot slower in other communities.

COMMISSIONER DROST: Yes. So, you don't have to answer the question but a letter grade F through A?

MR. LAUBENSTEIN: Can we do pass/fail?

COMMISSIONER DROST: No, you've already given us a pass.

MR. LAUBENSTEIN: Yes.

COMMISSIONER DROST: But you don't have to answer that if you want. But basically, I'm kind of picking on your experience in this area also as a professional in the --

MR. LAUBENSTEIN: Well, as far as attentiveness and attentiveness to detail, I give the Village, the Staff, the Board and the Village Board an A. I've been in some village boards where I almost had to show them what their jobs were. I think you're all very well aware of what each of you need to do and how they all play together. So, I got questions from this panel and the Village Board and I got input from the Staff that sometimes is very lacking in other areas.

So, I think you guys get the A for what you've done. Okay?

CHAIRMAN ENNES: So, before I ask if there's any other questions, can we have a motion to approve the Staff report?

COMMISSIONER DROST: I'll make a motion to approve the Staff report.

COMMISSIONER WARSKOW: I'll second.

CHAIRMAN ENNES: We have a second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

(No response.)

CHAIRMAN ENNES: Okay, are there any other comments or questions of the Petitioner or Staff? No?

COMMISSIONER DROST: I'll make a motion then.

A motion to recommend to the Village Board of Trustees approval of PC #17-002, Final Plat of Subdivision for the Hogreve Subdivision at 2214 East Palatine Road.

The approval shall be subject to the following condition:

- 1. Compliance with all conditions of approval as contained in Ordinance 17-024 and with all current federal, state and Village codes, regulations, and policies.**

COMMISSIONER GREEN: I'll second that.

CHAIRMAN ENNES: Then we should take a roll call.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes. So, you have gotten a unanimous approval and can move on --

MR. HUBBARD: This will go to the Village Board for final approval, we're looking for tentatively July 10th although depending on the scheduling with the holidays.

MR. LAUBENSTEIN: With the holidays, which we understand. Lady and gentlemen, thank you all very much.

CHAIRMAN ENNES: Sam, do we have any other petitions?

MR. HUBBARD: No other petitions. The only order of business would be the designation of a secretary and vice-chair.

CHAIRMAN ENNES: Then I would ask the Commissioners -- Ms. Dawson is not here, I guess we should have --

COMMISSIONER GREEN: Well deserved.

COMMISSIONER DROST: She's done a good job, yes.

CHAIRMAN ENNES: She's done a good job. Would anybody like to be the secretary?

COMMISSIONER WARSKOW: What's involved with being the secretary of the Plan Commission? Since you guys do all the minutes.

MR. HUBBARD: The only thing you would do would be to sign as secretary on a plat. That's the only responsibility of the secretary.

COMMISSIONER LORENZINI: Once every six months.

COMMISSIONER WARSKOW: Once every six months?

COMMISSIONER GREEN: We just have to have, like tonight, we have to have it signed by a secretary.

COMMISSIONER DROST: Or any corporate document.

COMMISSIONER WARSKOW: My only reservation is that I work downtown, so I'm generally not around during Village business hours.

COMMISSIONER DROST: Go ahead, take the --

CHAIRMAN ENNES: Yes, you should --

MR. HUBBARD: Yes, we would get the signatures this evening if we're --

COMMISSIONER WARSKOW: Oh, in the evening?

MR. HUBBARD: Yes.

COMMISSIONER WARSKOW: Okay, I'll be secretary.

CHAIRMAN ENNES: Thank you, and a vice-chair? Would anybody be interested in being the vice-chair?

COMMISSIONER DROST: Who hasn't been a vice-chair? Who hasn't been a chair?

COMMISSIONER LORENZINI: Lynn?

CHAIRMAN ENNES: Lynn?

COMMISSIONER DROST: Okay, Lynn.

COMMISSIONER JENSEN: Vice-chair? I hope that has the same kind of responsibilities. Every six months you sign something.

COMMISSIONER DROST: Just like a lieutenant governor or a vice president.

COMMISSIONER GREEN: Every month you send a check to the Village, that's how it works.

COMMISSIONER DROST: Now, as officers, do they get extra compensation?

MR. HUBBARD: Chair does.

COMMISSIONER DROST: Yes. So, you wouldn't get extra compensation.

COMMISSIONER JENSEN: I didn't expect to be.

COMMISSIONER GREEN: Five bucks.

COMMISSIONER WARSKOW: I charge five dollars and with --

COMMISSIONER DROST: Well, we just want to make that clear on the record that you're doing this totally as a volunteer gesture and not for pecuniary advancement.

COMMISSIONER JENSEN: I think that's fine.

CHAIRMAN ENNES: Are there any other items of business?

MR. HUBBARD: Nothing else.

CHAIRMAN ENNES: Then can I, boy, this has been pretty easy, my first two meetings.

COMMISSIONER GREEN: You might have set a record, Terry, for fastest meeting.

COMMISSIONER JENSEN: I move to adjourn.

COMMISSIONER WARSKOW: I second the motion.

CHAIRMAN ENNES: There was a first and a second to adjourn the meeting. All in favor?

(Chorus of ayes.)

(Whereupon, the meeting was adjourned at 7:41 p.m.)



Item: Bicycle & Pedestrian Plan - PC#17-006

Department: Planning & Community Development

Background

The Village of Arlington Heights Bicycle and Pedestrian Advisory Committee in consultation with the Chicago Metropolitan Agency for Planning has drafted a new Bikeways and Pedestrian Plan. This Plan was recommend for approval by the Committee in April, 2017 (see attached minutes). This Plan is a part of the Village's Comprehensive Plan, therefore the plan shall be reviewed by the Comprehensive Plan Subcommittee and Plan Commission. The Plan would ultimately be considered by the Village Board.

ATTACHMENTS:

Description	Type
Memo from Bicycle Pedestrian Committee	Memorandum
DRAFT Bicycle & Pedestrian Plan - April 2017	Exhibits
Bicycle & Pedestrian Appendices - March 2017	Exhibits
DRAFT Minutes - Bicycle & Pedestrian Committee 4-20-17	Minutes
Comp Plan Subcommittee Minutes 5-10-17	Minutes

MEMORANDUM

TO: Briget Schwab, P.E.
FROM: Bicycle & Pedestrian Advisory Commission
SUBJECT: Bicycle and Pedestrian Plan
DATE: April 20, 2017

The attached Bicycle and Pedestrian Plan is the result of intensive planning efforts undertaken by CMAP with extensive public input from residents and guidance from Village Staff. This planning effort was funded through a Sustainable Communities Regional Planning grant by the US Department of Housing and Urban Development, allocated by the CMAP Local Technical Assistance program. The plan was unanimously approved by the BPAC on April 20, 2017.

The Plan will serve as a valuable vehicle to accomplish the following goals laid forth in the Village's Comprehensive Plan as updated in 2015:

- To provide for bicycle traffic and to establish safe bicycle path systems
- Create a quality pedestrian environment and minimize conflict between vehicular and pedestrian traffic.
- To protect the environment by minimizing the need for the operation of individual automobiles within the Village
- To promote the adequacy, efficiency, convenience, aesthetics and safety of traffic and transportation.
- Implement traffic calming measures in residential areas.

The plan describes ways to improve access to important recreational destinations in the community and beyond as well as for providing an overall network to travel safely and conveniently to all destinations in the community by walking and bicycling. It proposes state of the art facilities that are best suited to promoting active transportation throughout the village. It applies innovative solutions to the most pressing issues raised by Village resident respondents to the community survey in 2014.

The document also provides an actionable framework for the further implementation of the Complete Streets policy adopted by the Village Board in 2013. In addition, the Plan will serve as a conduit for the Village to earn designation of Bicycle Friendly Community. This credential will ultimately raise the profile of the Village for prospective residents and businesses, stimulating sustained economic growth and make the Village a more attractive place to live. The Plan recommends building on the strength of Arlington Heights' history of the successes of the Village regarding transit oriented development nature.

We recommend approval of the Plan by the Planning Commission.

ATTACHED: VAH Bicycle and Pedestrian Plan



Village of Arlington Heights Draft Bicycle and Pedestrian Plan

April 2017



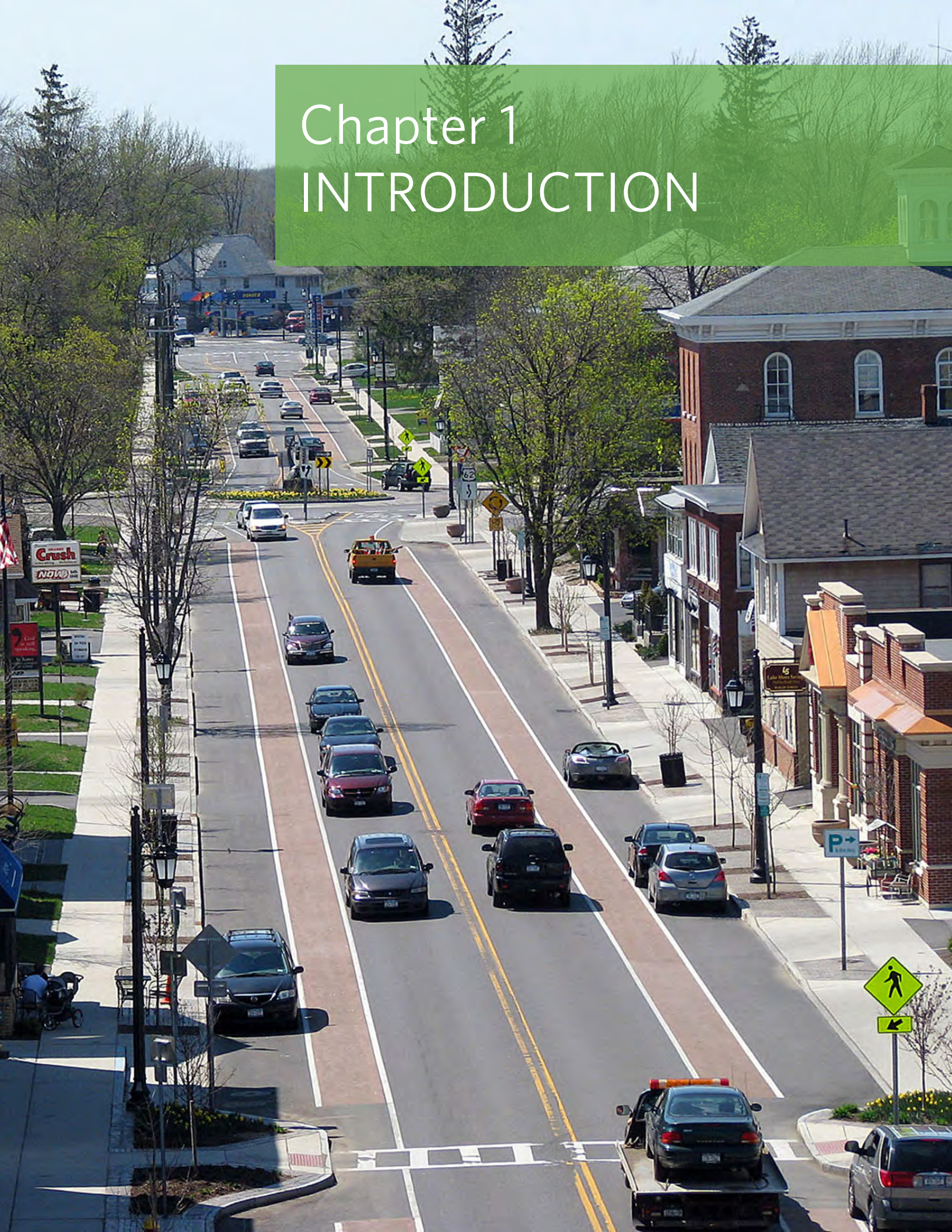


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Chapter 1

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.

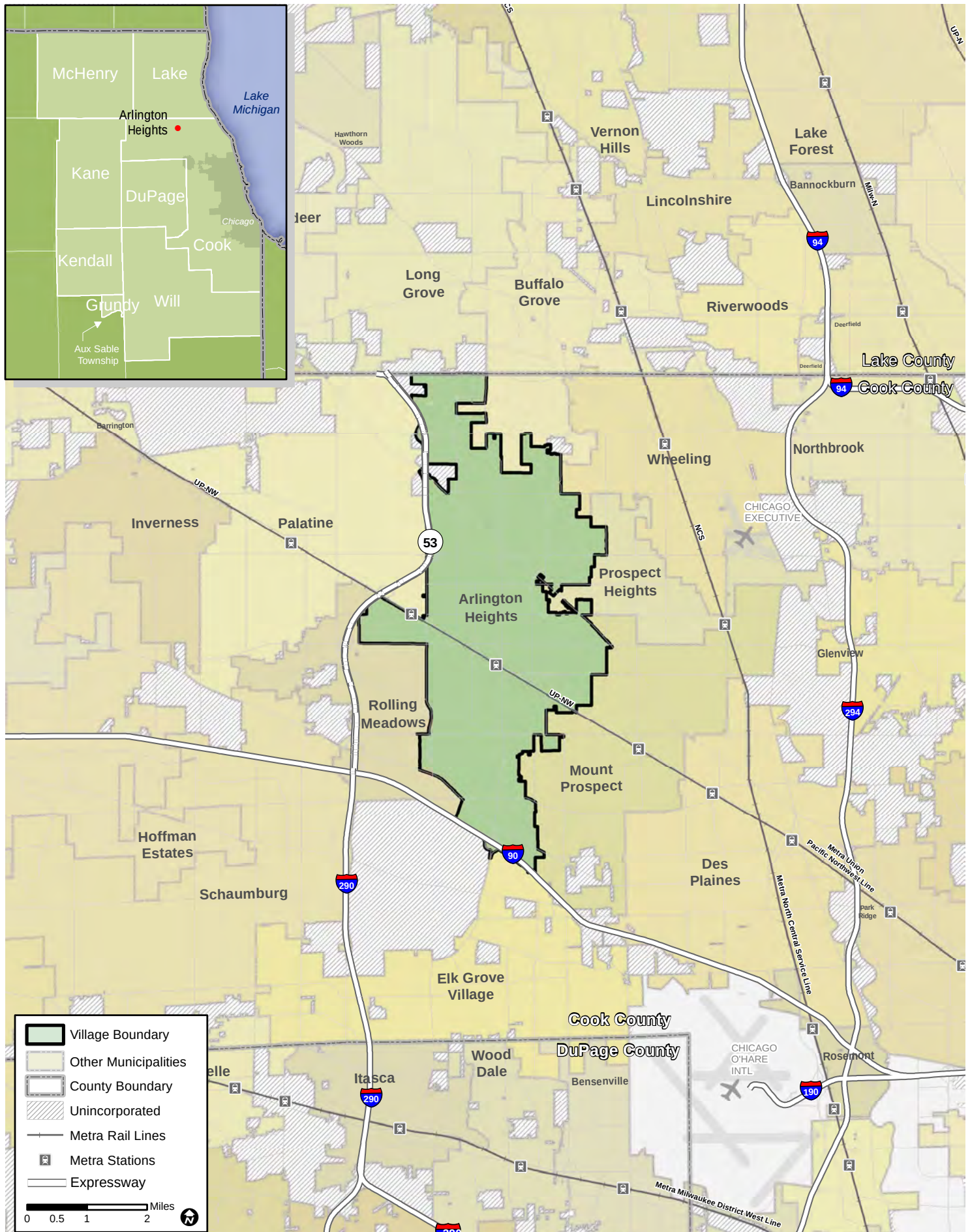
Arlington Heights is located in northern Cook County, adjacent to the border of Lake County, approximately 24 miles northwest of downtown Chicago and 8 miles from O'Hare International Airport. Like its neighbors, Arlington Heights is almost completely built-out, with very little unincorporated land left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

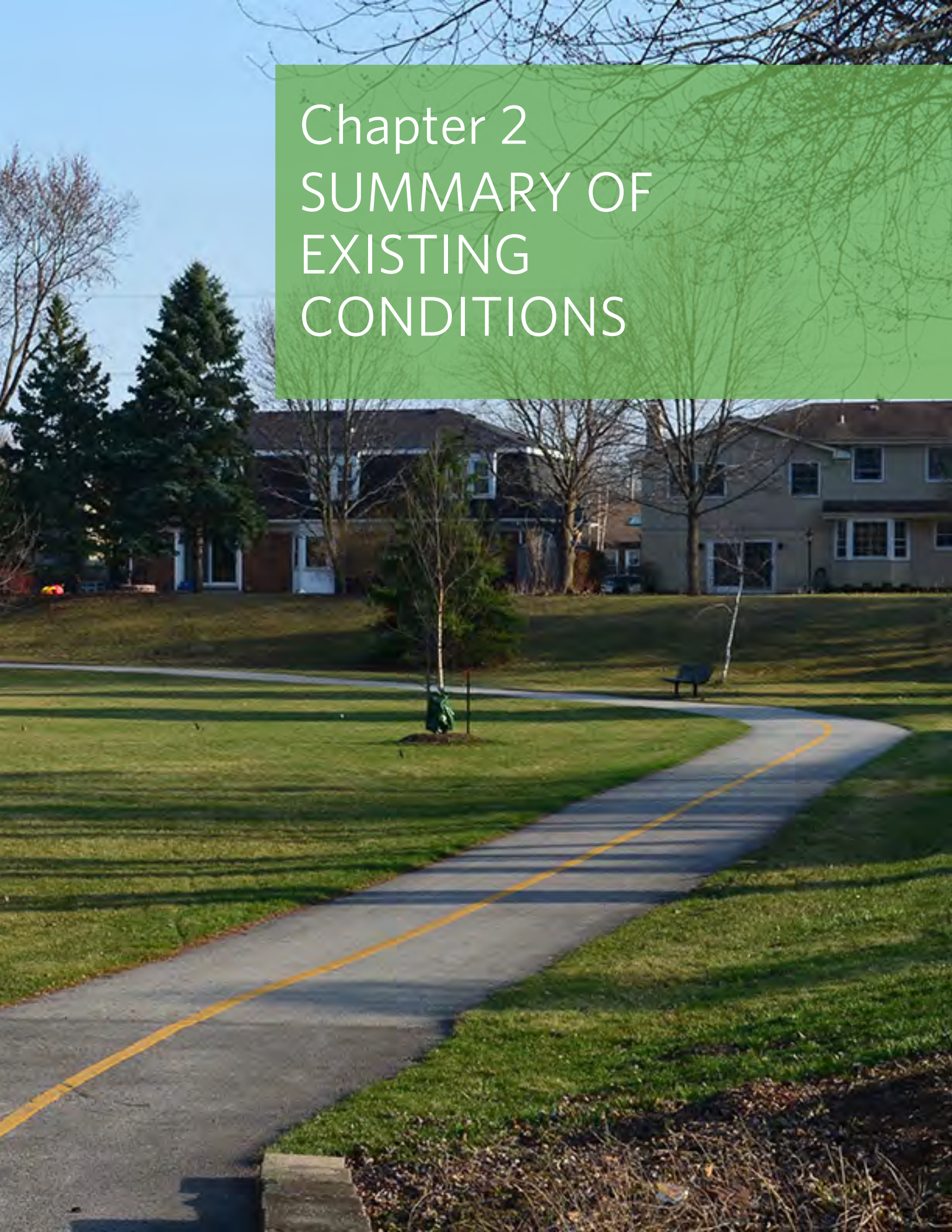
In addition to the downtown civic, commercial, and entertainment core, Arlington Heights has large areas of retail and commercial development along Rand Road, and in the southern part of the Village, near Golf and Algonquin Roads. The areas were designed for easy access by automobile and are difficult 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).

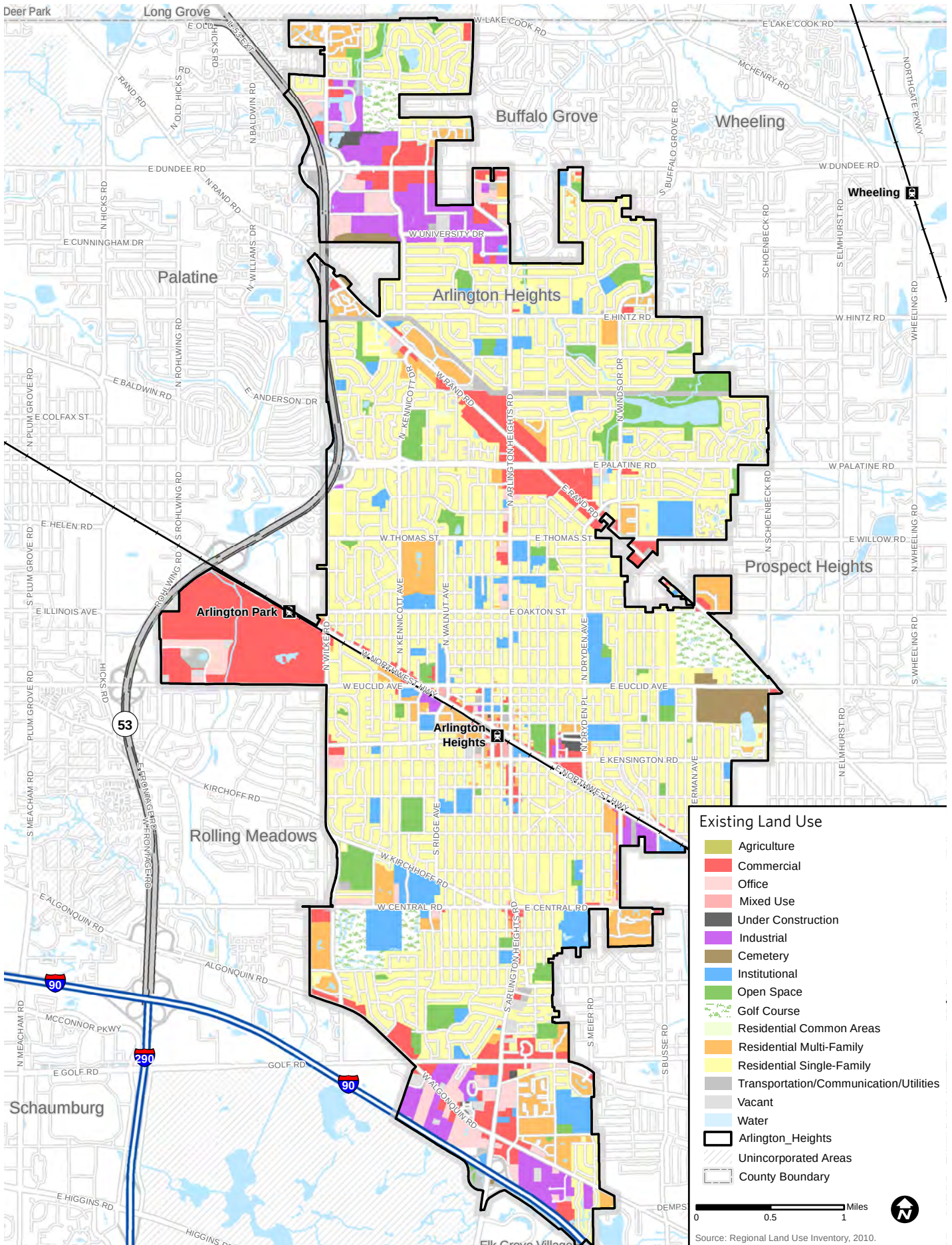
Institutional

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>

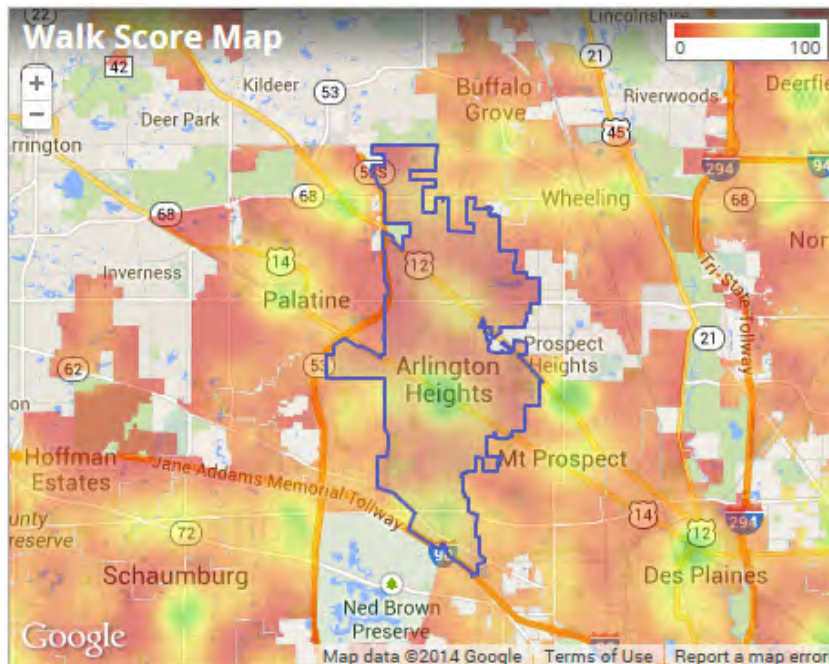
Note: Red text if the percentage exceeds the standard threshold of affordability: 30% for housing costs and 45% for housing and transportation costs combined.

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.

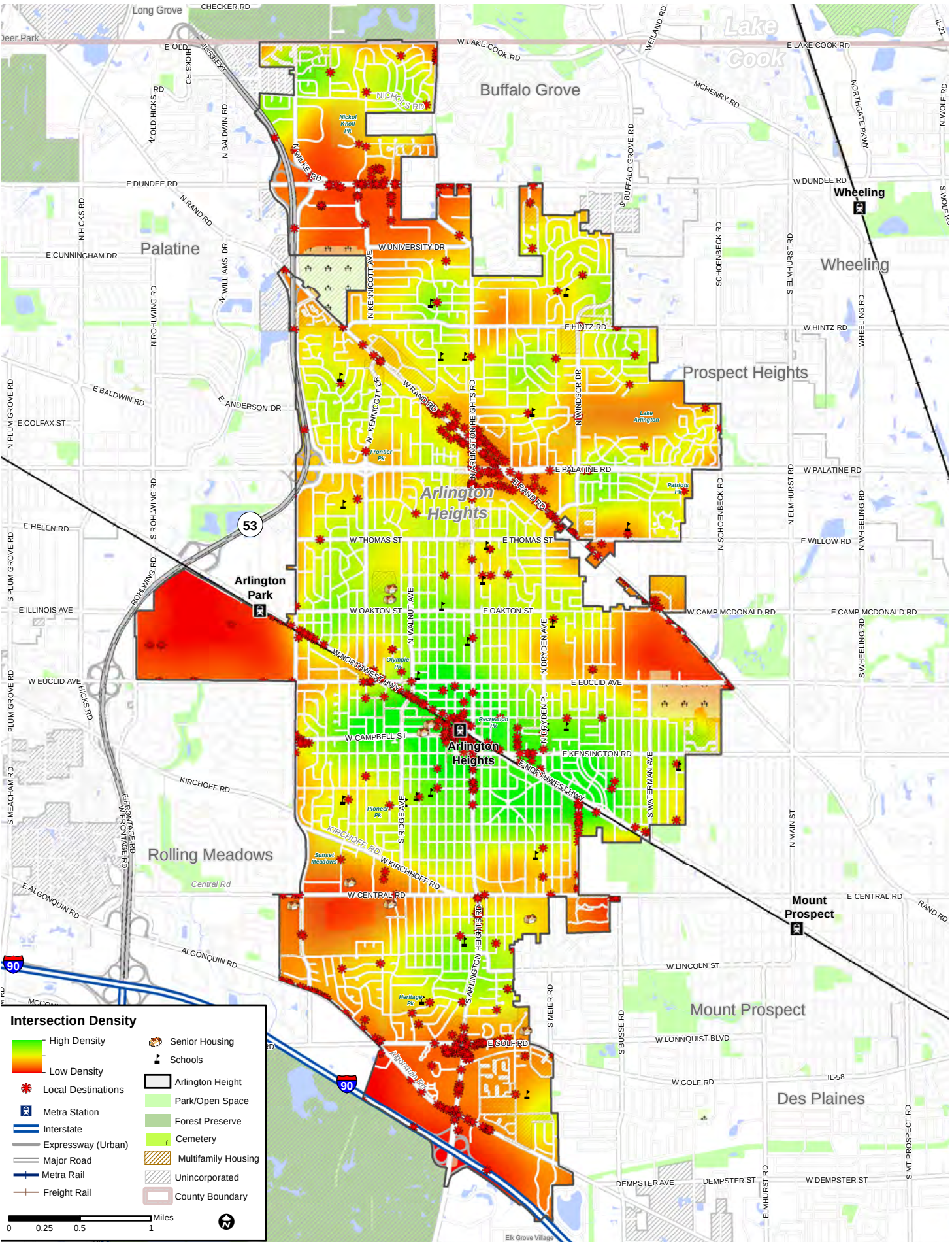
The average Walkscore for Arlington Heights is 45 / 100, classifying it as a “Car-Dependent City” or a place where “most errands require a car.” However, Arlington Heights’ downtown area scores 80-90 / 100, which places it in the range of “Very Walkable” to “Walker’s Paradise.” These high scores represent 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



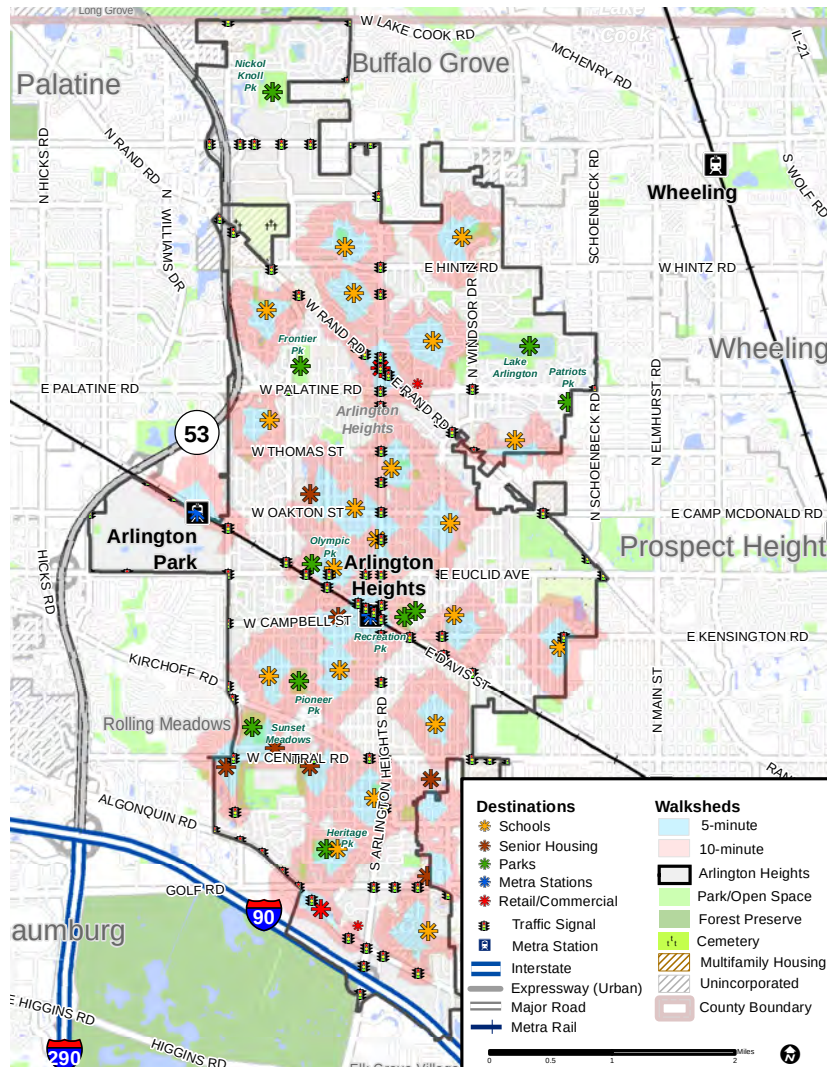
Sidewalks and Paths

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.

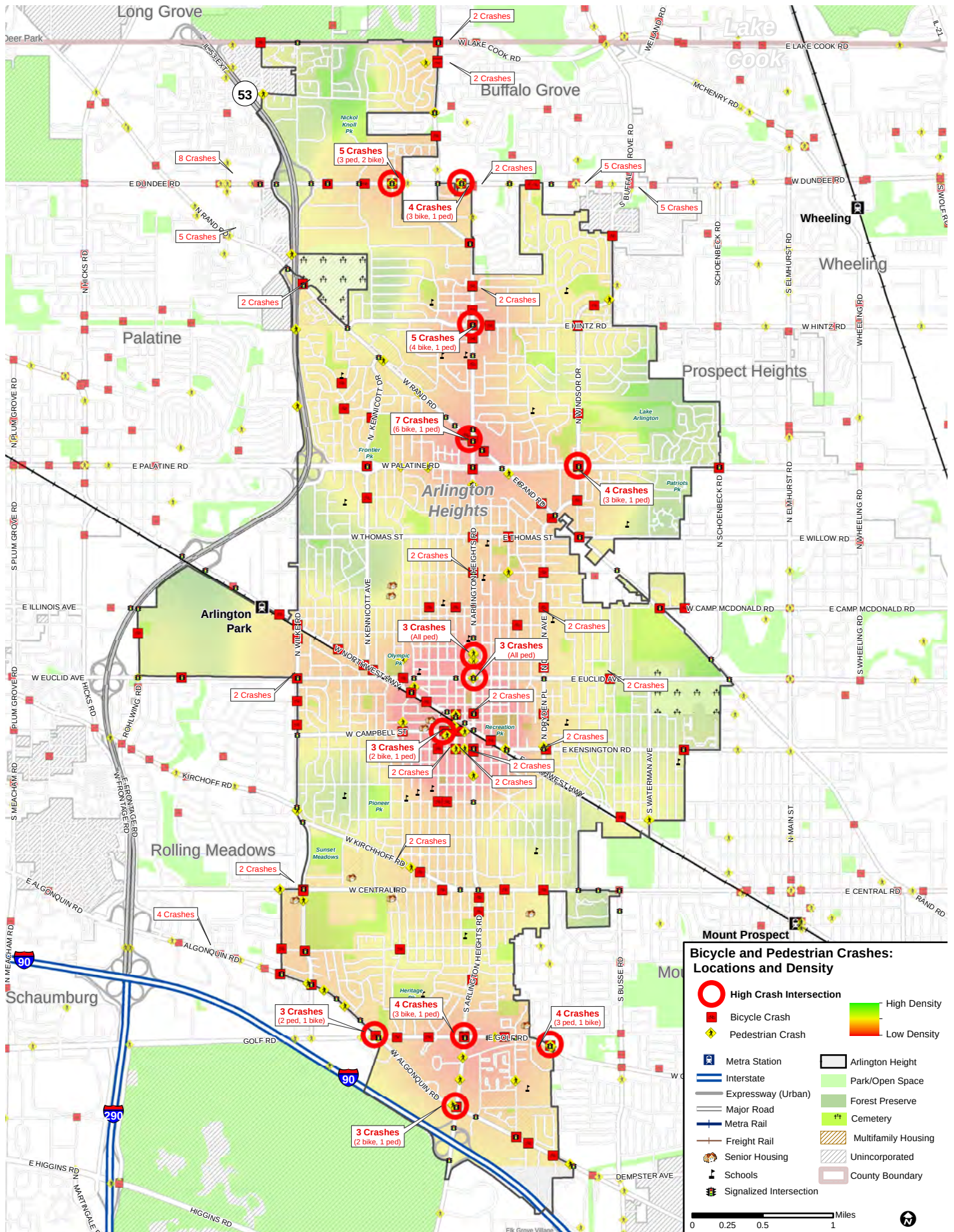
Major arterial roads in the Village carry average daily traffic volumes as high as 46,000 automobiles (Lake Cook Road). Many also carry significant truck traffic and, typically, have very large curb radii and/or slip lanes at intersections to accommodate such vehicles. These intersections can be particularly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

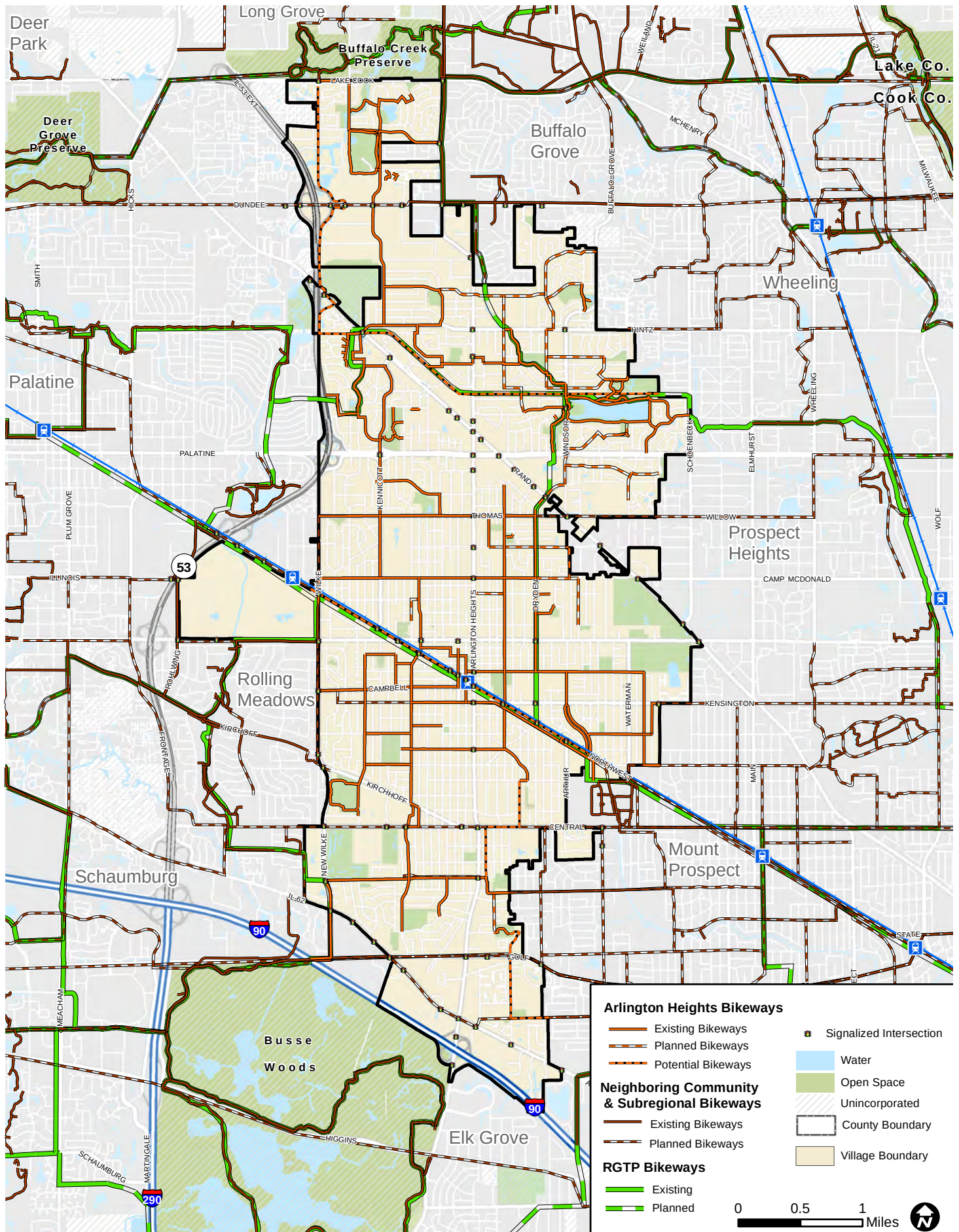
- Difficulties encountered in crossing large, arterial roads with high-speed, high-volume traffic;
- Difficulties encountered in crossing railroad tracks along Northwest Highway;
- Traffic signals that are not activated by bicycles waiting at the stop bar;
- Poor roadway surface conditions on some roads;
- 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.).

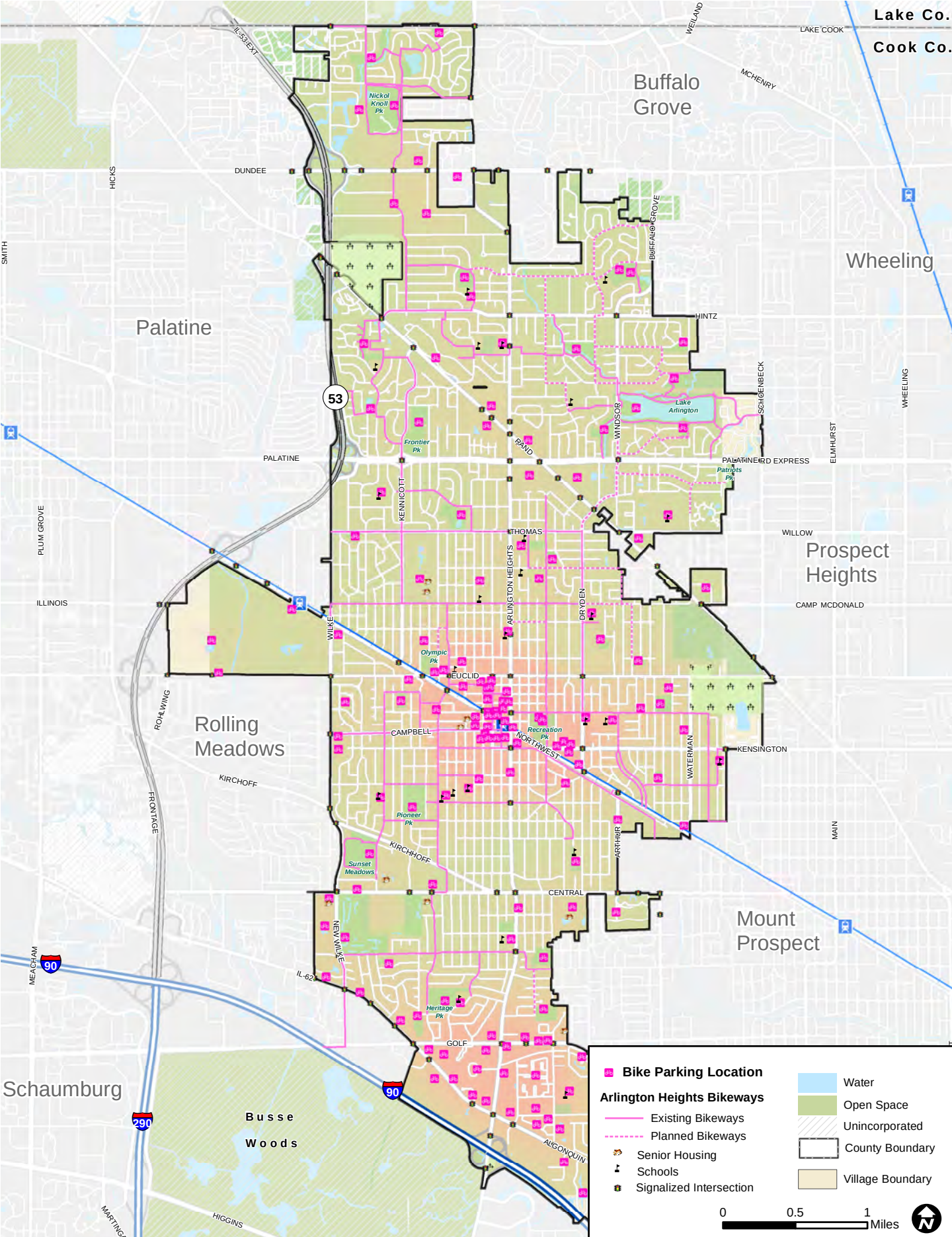
Bike Safety

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

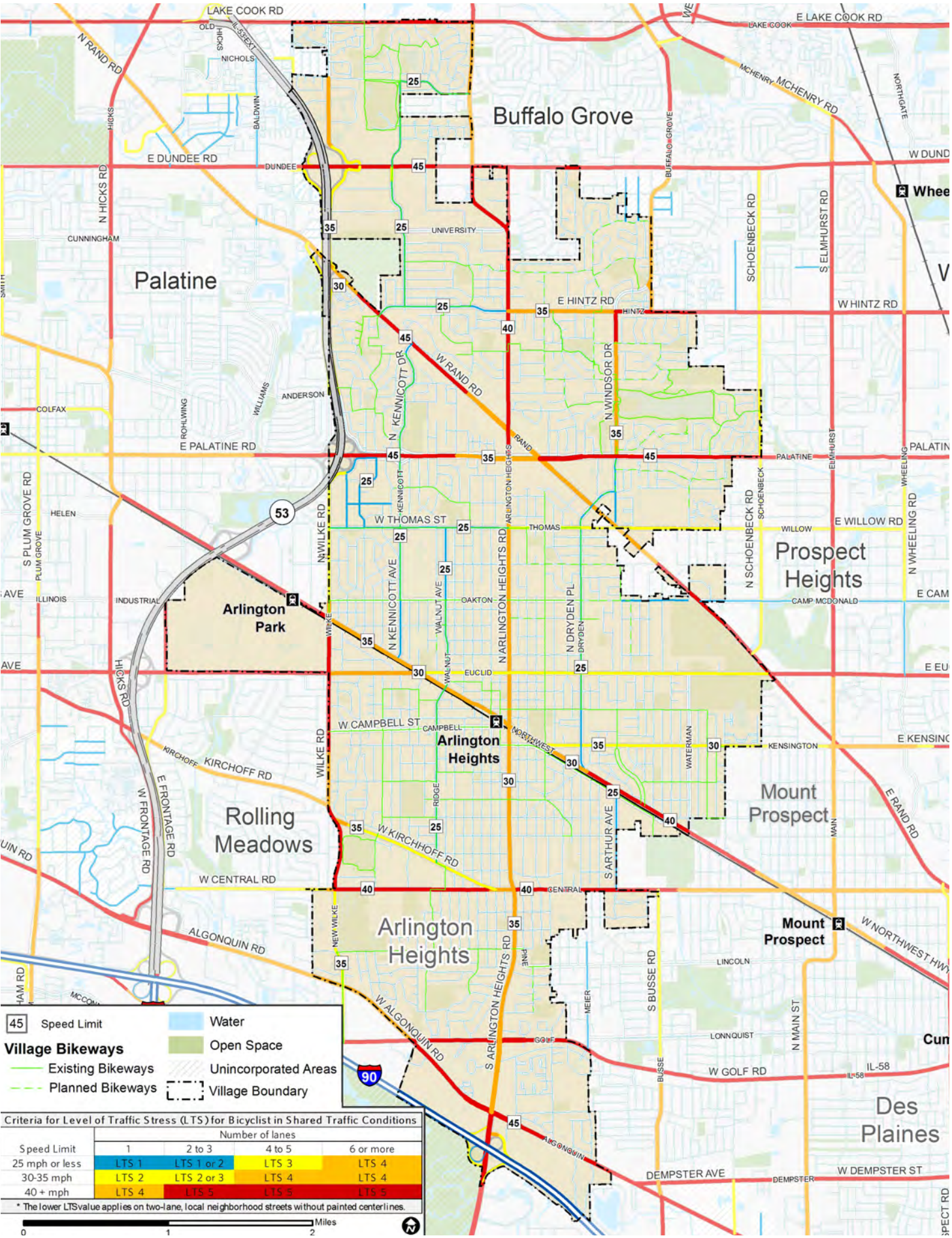


Level of Traffic Stress

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.

This map illustrates the Pace Bus network in the Schaumburg, IL area, highlighting its integration with Metra rail services. Key features include:

- Pace Bus Routes:** Various bus lines are shown, including 208, 606, 610, 616, 694, 696, 757, 895, 905, 954, 282, 290, 234, 221, and 634.
- Call-n-Ride Service Area:** Indicated by a red dashed line, showing areas where on-demand bus service is available.
- Metra Stations / Lines:** Major stations like Arlington Park, Arlington Heights, Schaumburg, and Wheeling are marked, along with their respective rail lines.
- Pace Bus Stops:** Represented by small circles along the bus routes.
- Proximity Areas:**
 - Blue shaded areas represent the 1/4 mile radius around Pace bus stops.
 - Yellow shaded areas represent the 1/2 mile radius around Metra stations.
 - Red shaded areas indicate locations with access to both Metra and Pace services.
- Geographic Features:** The map includes water bodies, ForestPres_Lake, unincorporated areas, village boundaries, and county boundaries.
- Scale and Orientation:** A scale bar shows distances up to 2 miles, and a north arrow is provided for orientation.

Roadways

Functional Classification

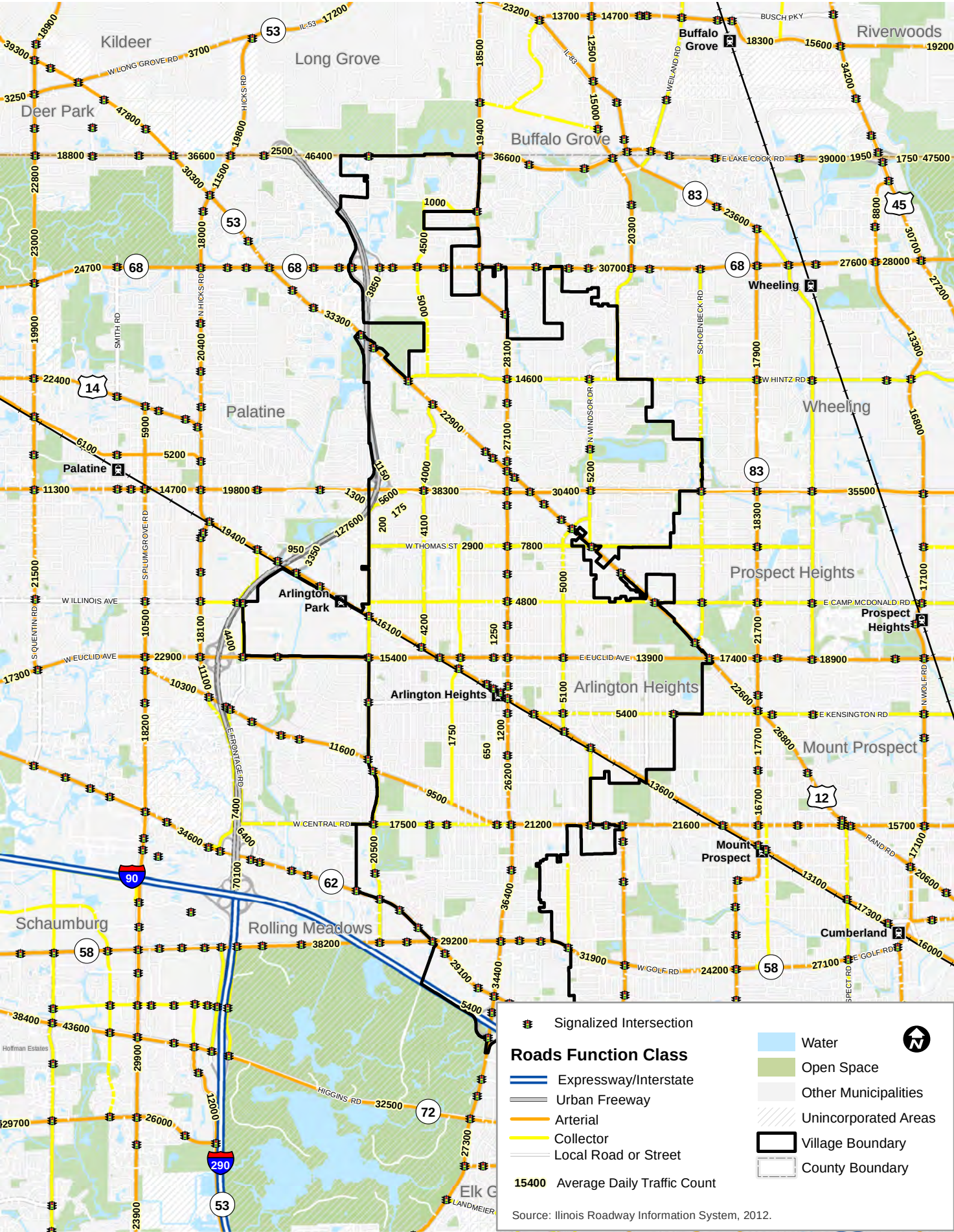
Roads provide space for vital functions within a community – mobility, access, commerce, and civic life. Arlington Heights’ street network, shown in **Figure 2.10**, consists largely of local roadways that accommodate the Village’s residential character. However, Arlington Heights does have a relatively 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

Legend:

- Open Space
- Unincorporated Areas
- Water
- County Boundary
- Village Boundary

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.

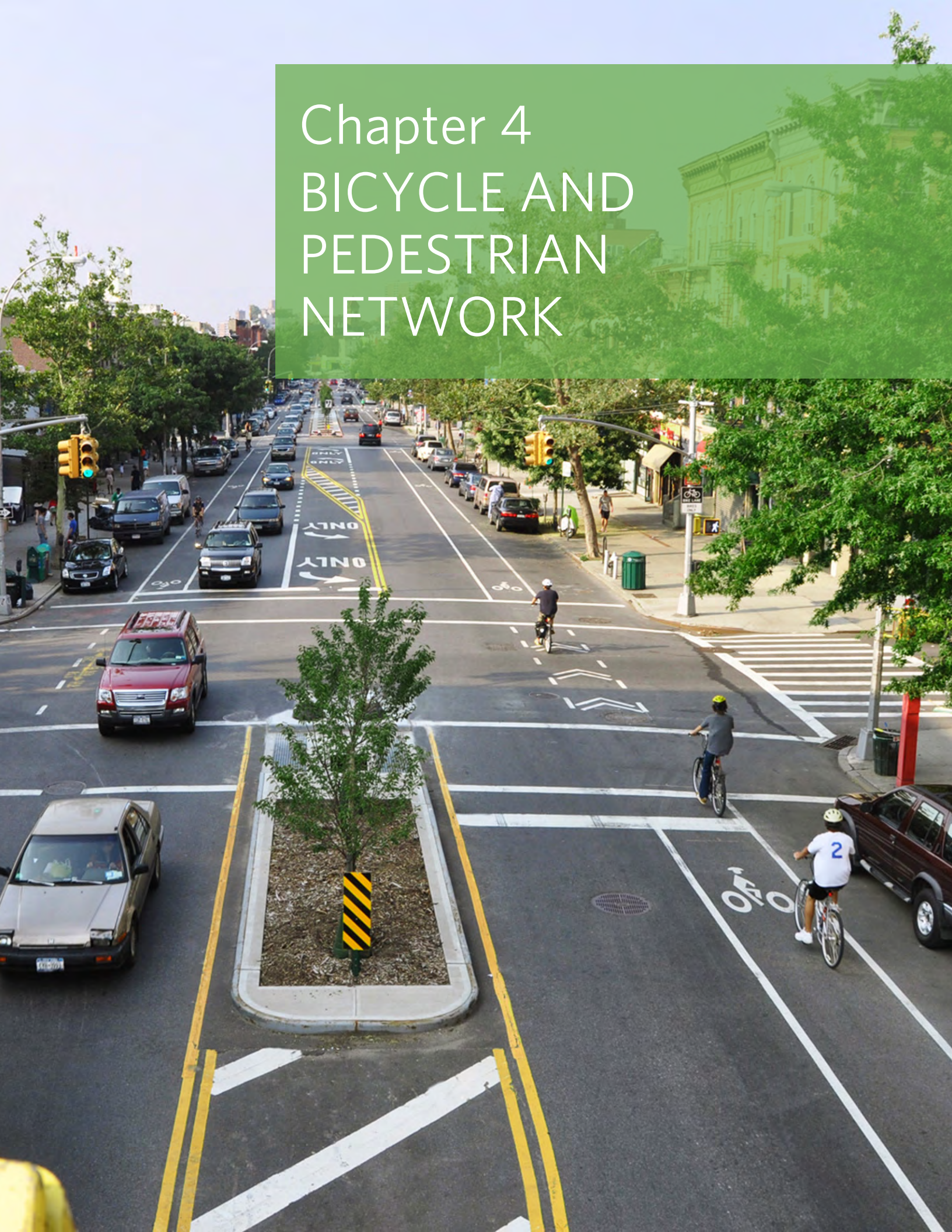
Table 3.1 - Visioning Workshop

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.

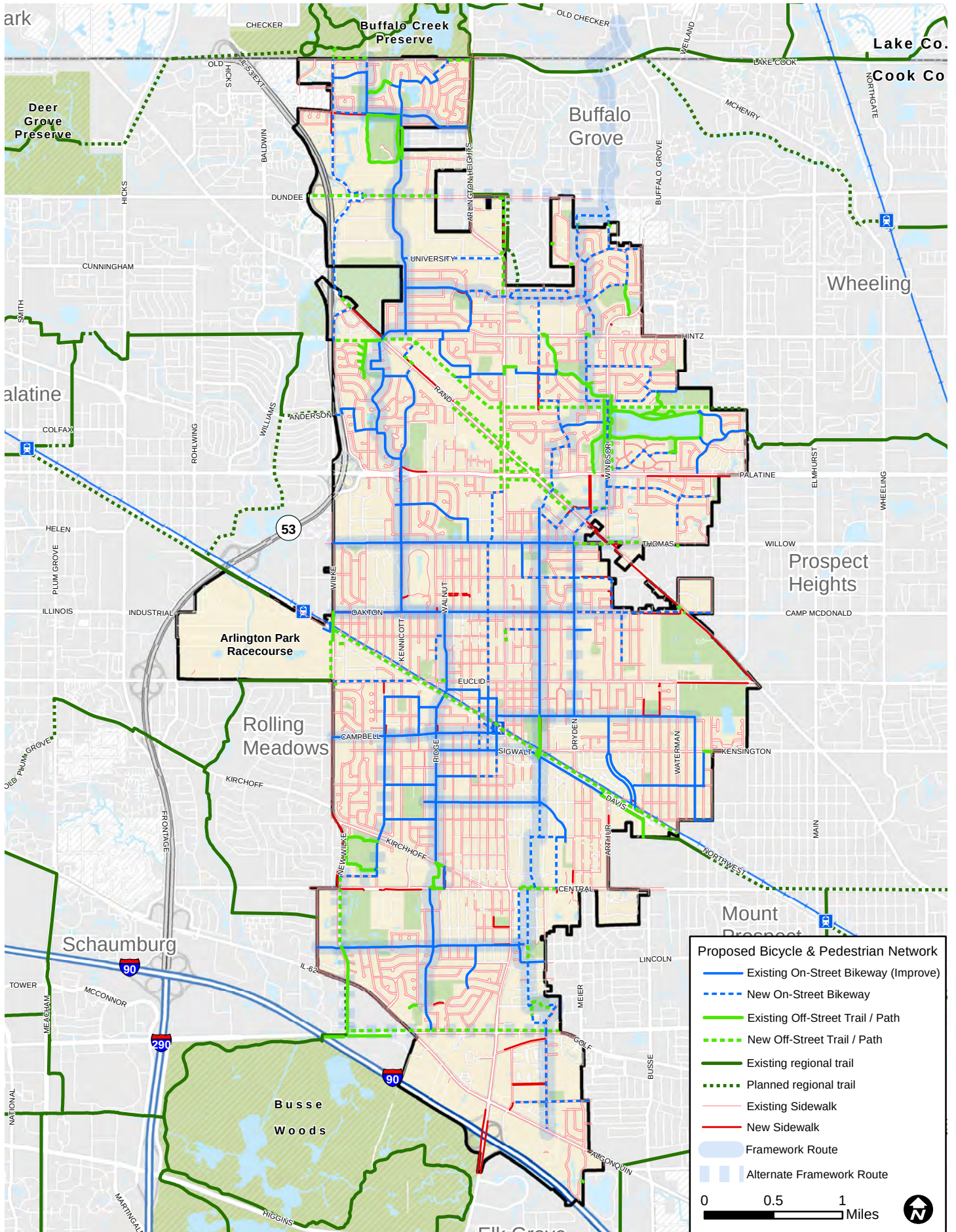
In addition to (linear) bicycle, walking, and multi-use facilities, spot improvements (primarily at intersections), as well as traffic calming treatments are recommended for locations along the proposed network routes.

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

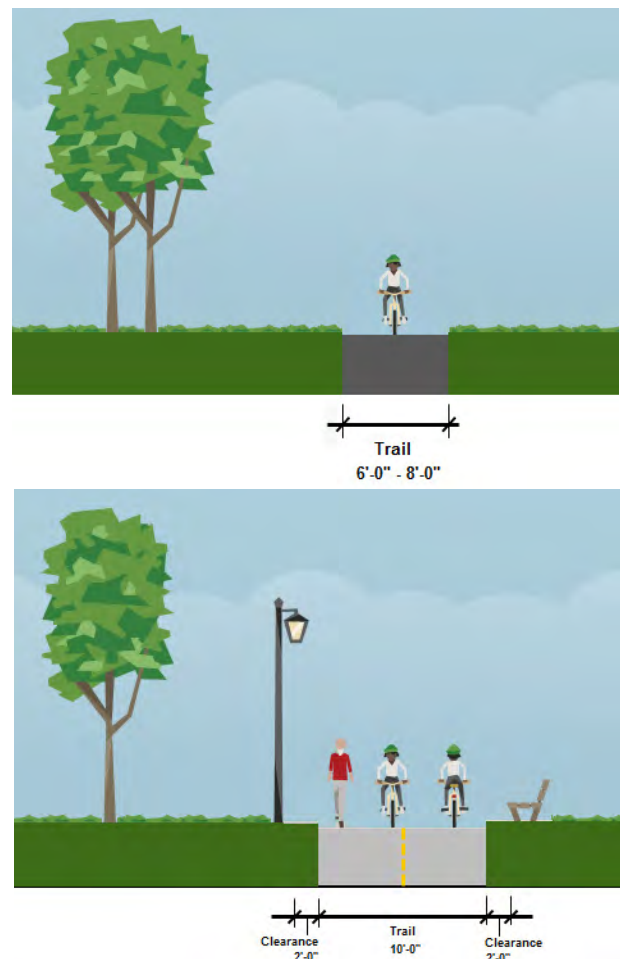


Figure 4.3 - Existing Willow Park trails



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.)

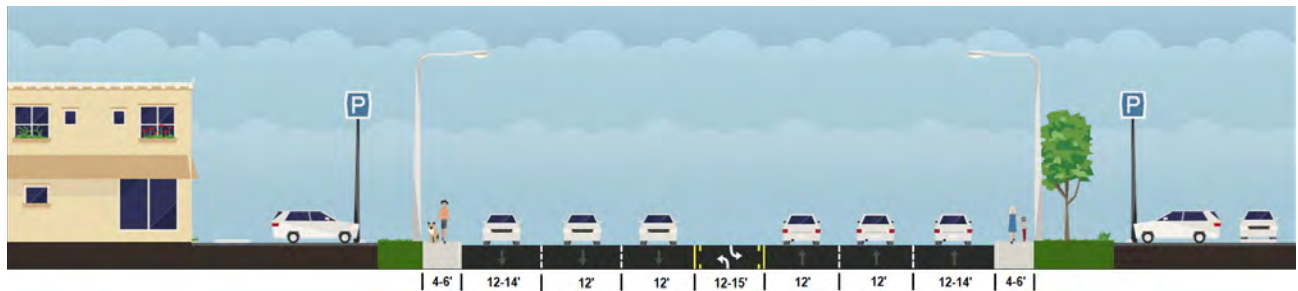


Figure 4.5 (b) - Existing Cross-section: Typical Large Arterial (Rand Rd. near "Triangle District")

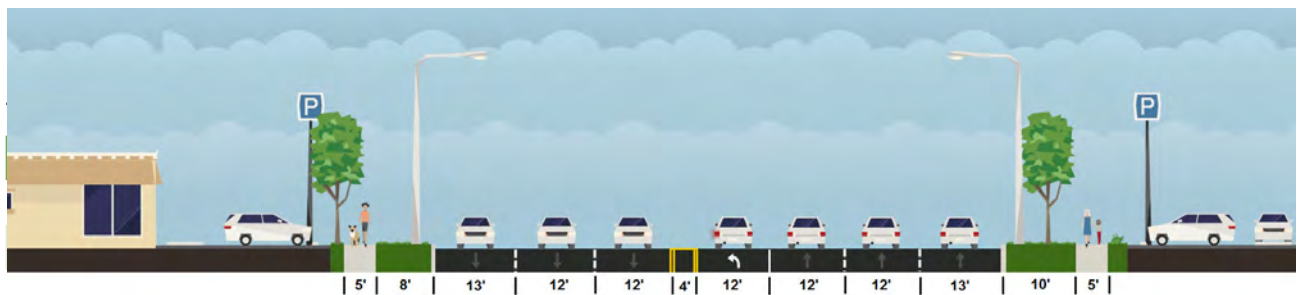


Figure 4.6 (a) - Proposed Cross-section: Arterial Buffered Sidepath (Rand Rd.)

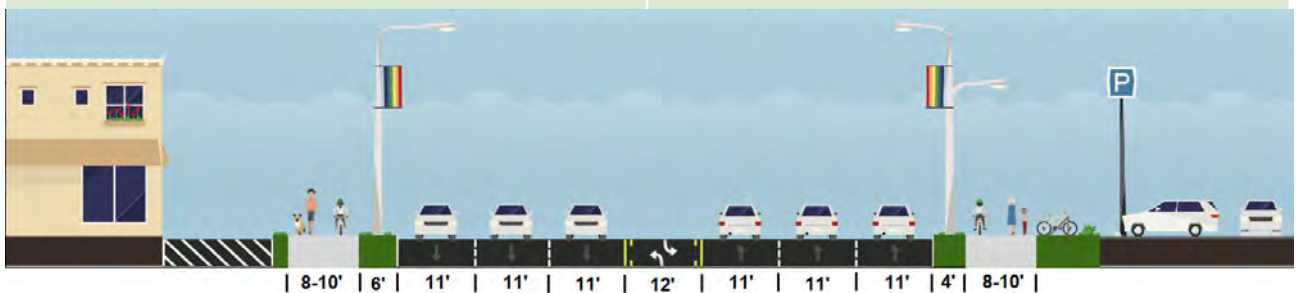


Figure 4.6 (b) - Proposed Cross-section: Arterial Buffered Sidepath and Road Diet (Rand Rd.)

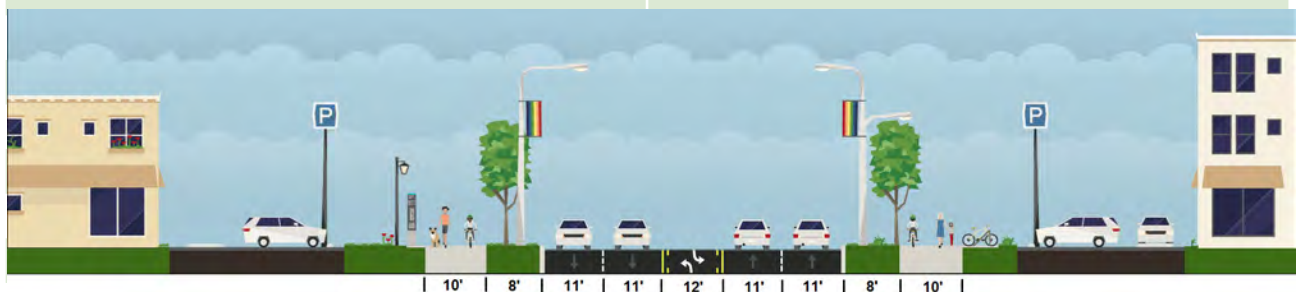


Figure 4.7 shows existing and proposed cross-sections for a sidepath (upgraded from the existing sidewalk) on one side of Hintz Road, where a raised center median and other improvements are recommended. This sidepath provides a short, safe connection along a proposed bikeway at the crossing of a busy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

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

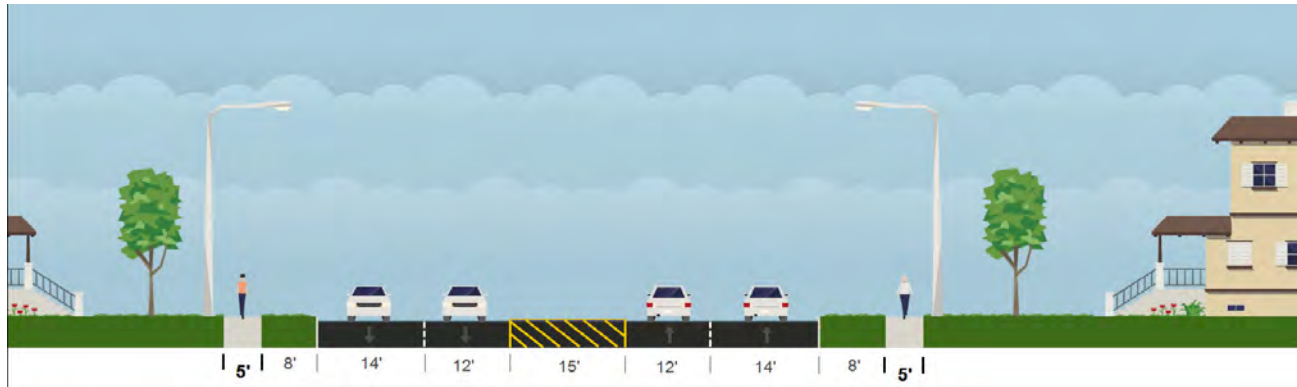
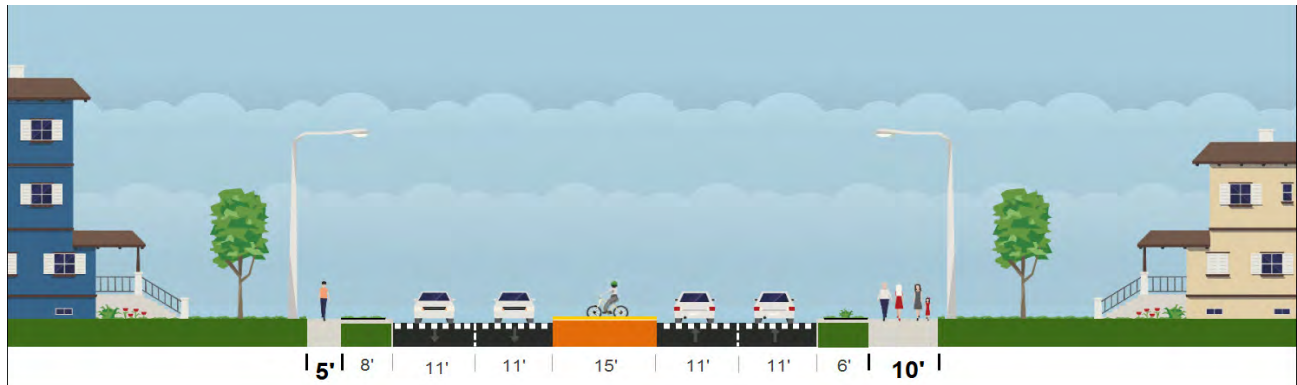


Figure 4.7 (b) - Proposed Cross-section: Hintz Rd. with Sidepath and Median Refuge Island



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.

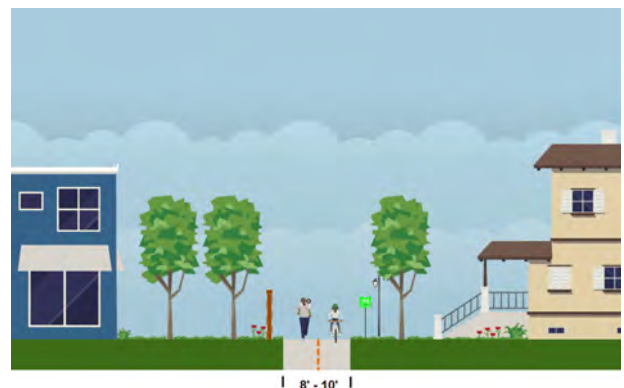
Cross-sections

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

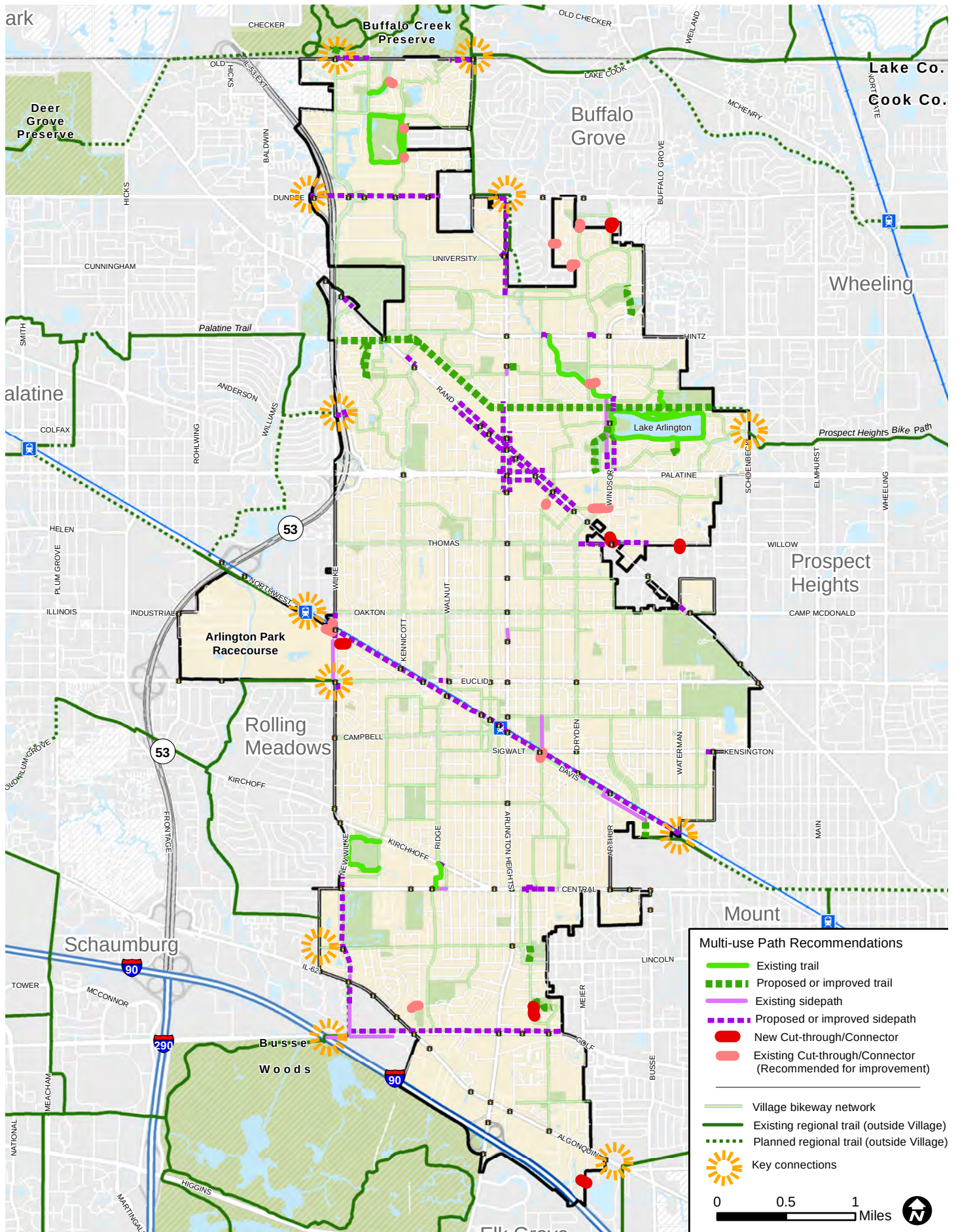


Multi-use Path Recommendations

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.

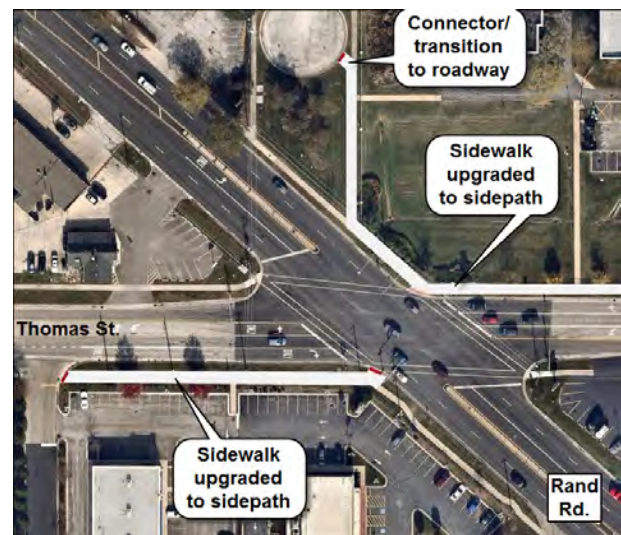
Because most of the roads, along which sidepaths are recommended, are under IDOT or Cook County jurisdiction, the Village should actively monitor these agencies’ multi-year programs and, when projects are being planned or advanced, the Village should work closely with these agencies’ staff to ensure 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



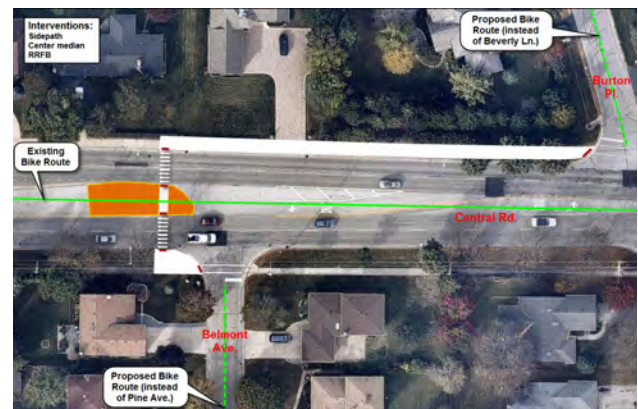
Hintz at Brighton-Windsor - Sidepath on south side, with raised center median (Note: See Appendix H for illustration of alternate design concept, with sidepath along north side of Hintz).

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

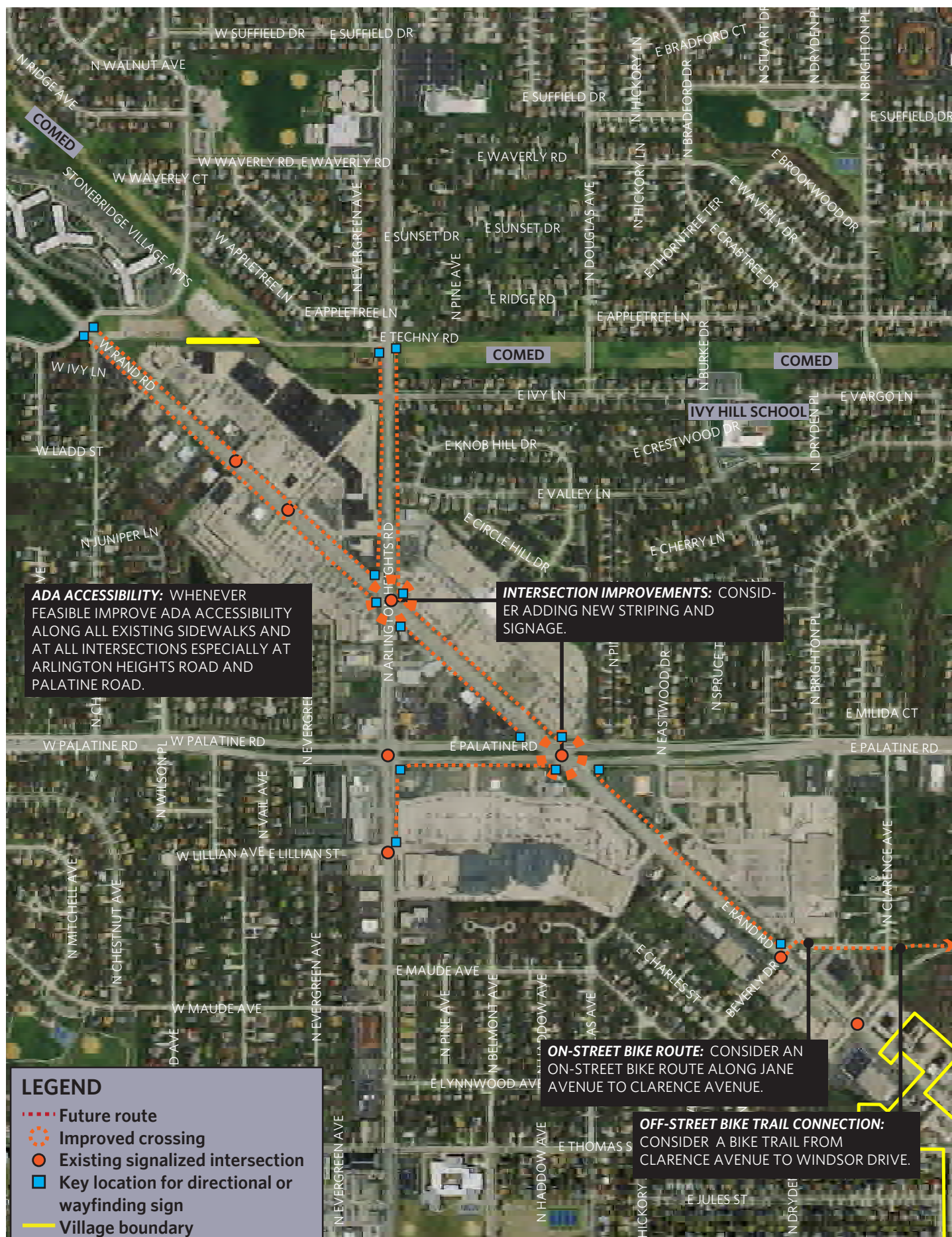
A number of sidepaths are proposed in the Triangle District (the area formed by the intersections of Arlington Heights, Palatine, and Rand Roads). All proposed sidepaths would be created by widening existing standard-width sidewalks. ADA-compliance should be adhered to in all new construction and in 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

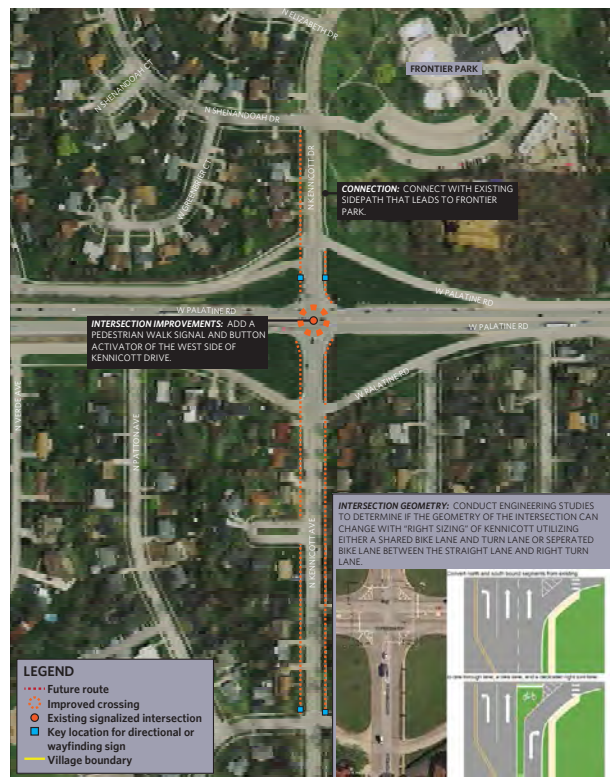


Figure 4.19 - Sidepaths on Kennicott at Palatine



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



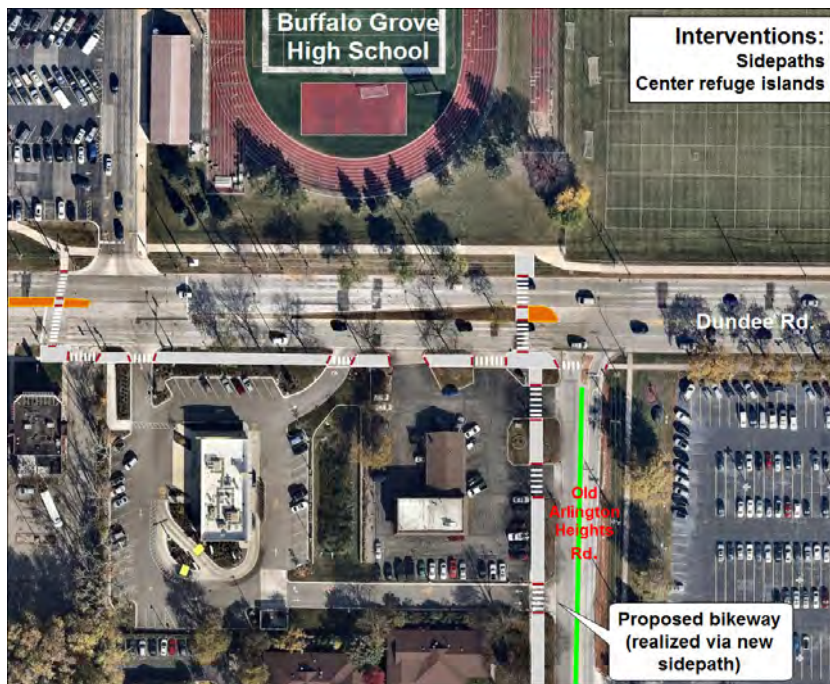
Figure 4.21 - Buffered bike lanes at Kennicott and Palatine



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

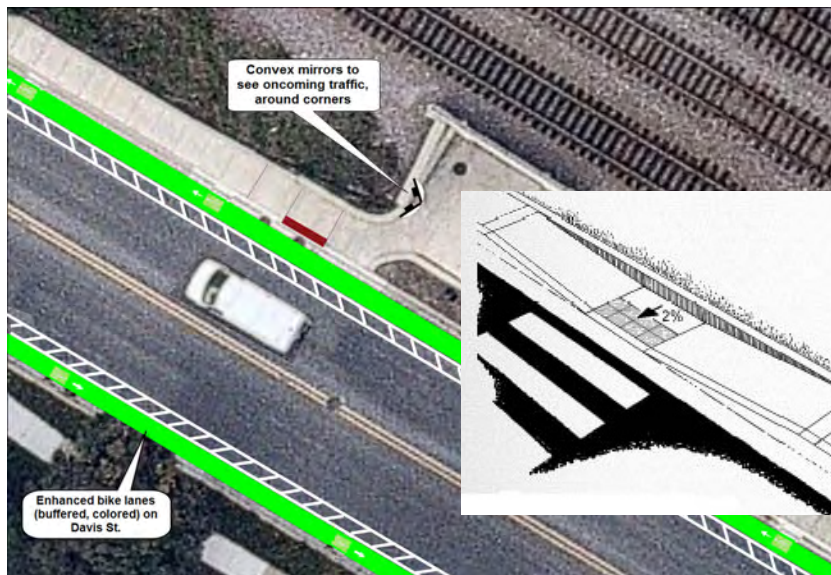
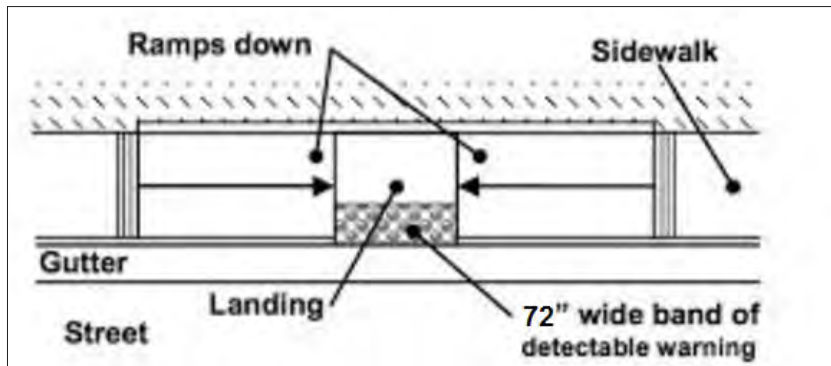


Figure 4.28 - Federal Highway Administration (FHWA) guidance on ADA-compliant parallel curb ramps



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

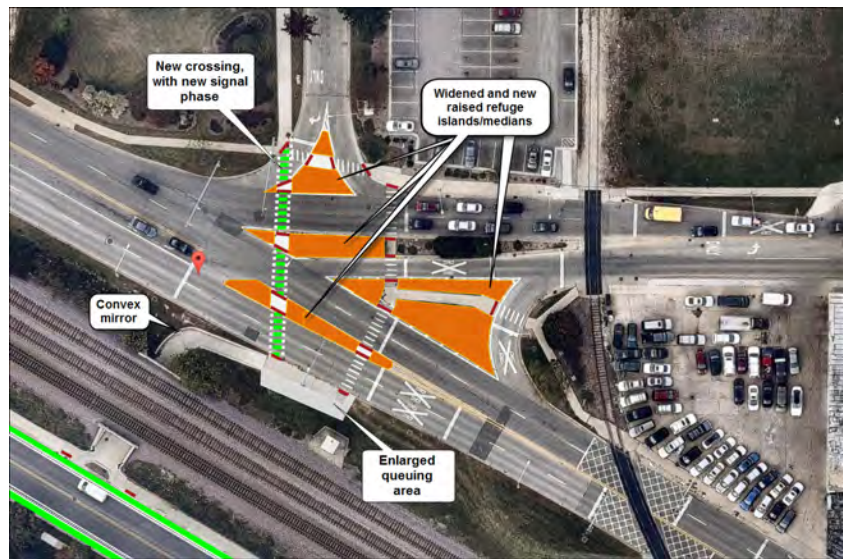


Figure 4.30 - Shared space for bicycles and pedestrians



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.

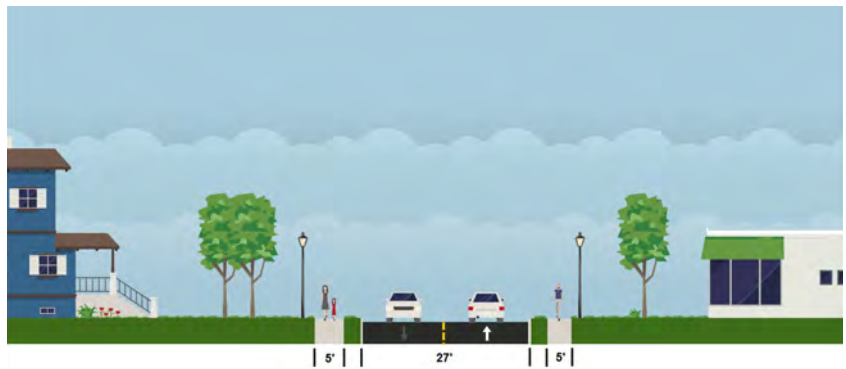


Figure 4.35 (a) - Existing Cross-section: Wilke Rd.

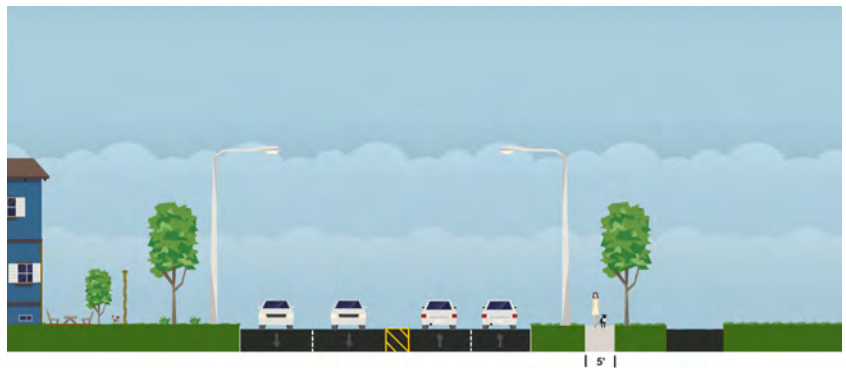


Figure 4.35 (b) - Proposed Cross-section: Wilke Rd.



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.

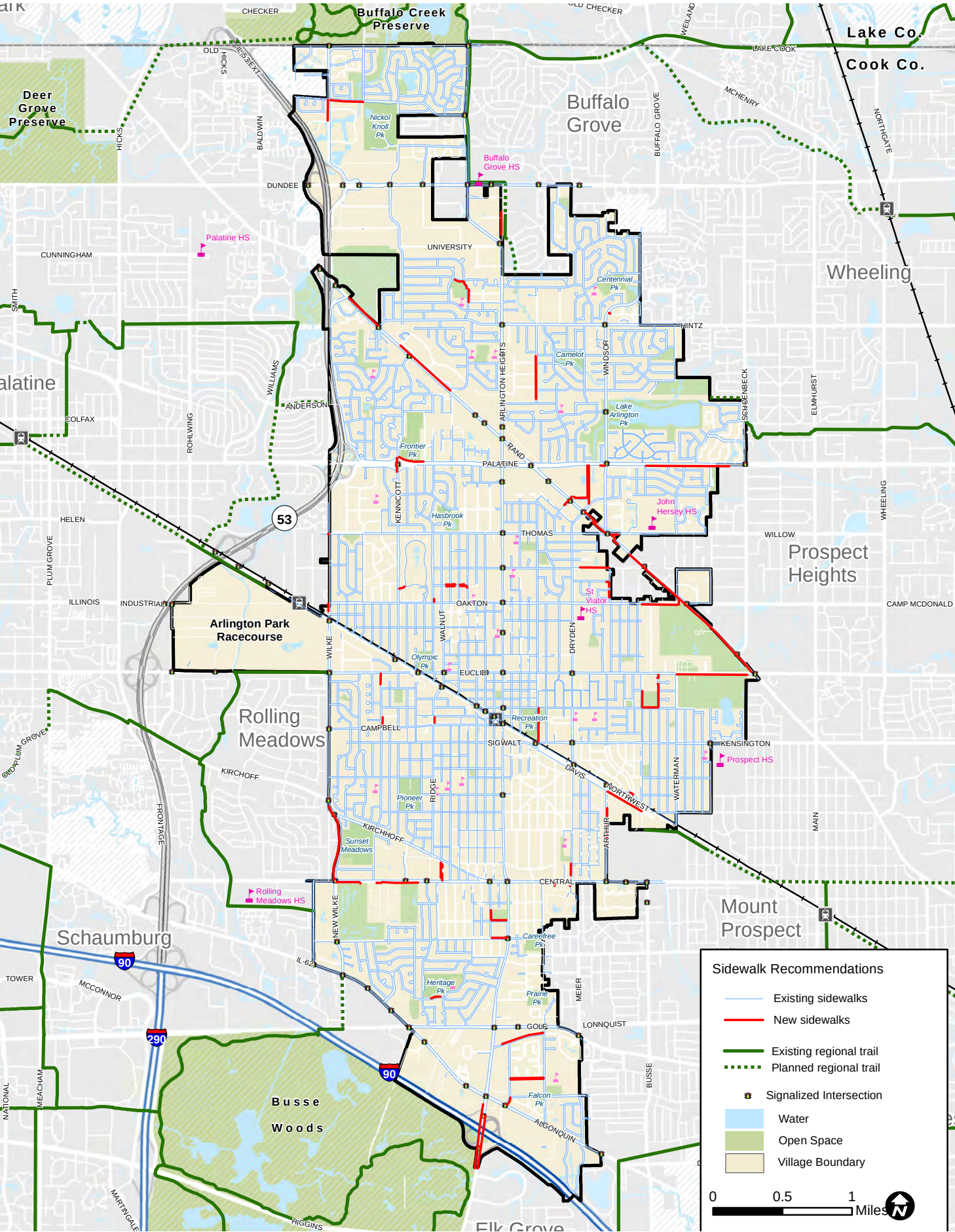
Figure 4.36 illustrates current conditions along Clarence Avenue (without sidewalks), and what it would look like with sidewalks installed. **Figure 4.37** shows priority locations proposed for sidewalk installation.

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/lanewidths_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

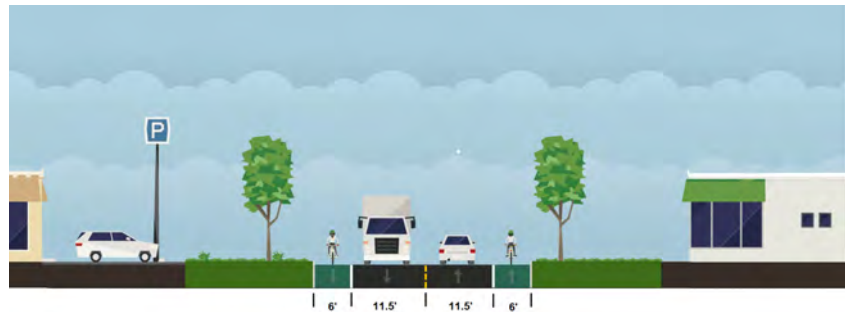


Figure 4.40 (a) - Proposed Cross-section: Davis Street Bike Lane Concept (On-street parking retained)

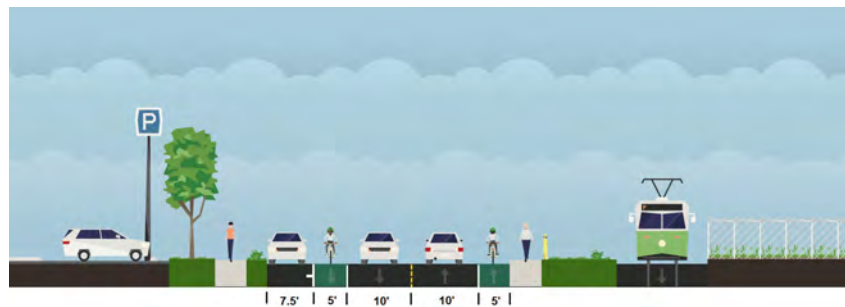
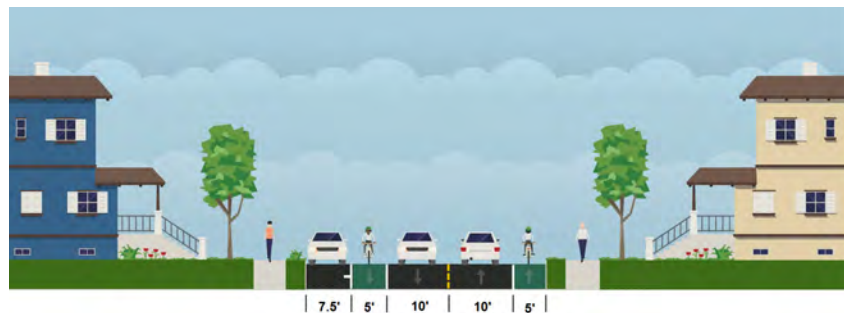


Figure 4.40 (b) - Proposed Cross-section: Thomas Street Bike Lane Concept (On-street parking removed on one side)



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



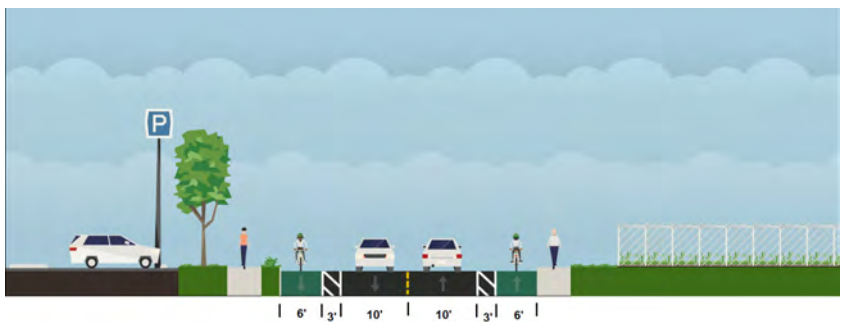
Figure 4.43 (b) - Proposed Cross Section: South Goebbert Road Buffered Bike Lane Concept



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.

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>.

Figure 4.46 - Advisory Bike Lanes



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

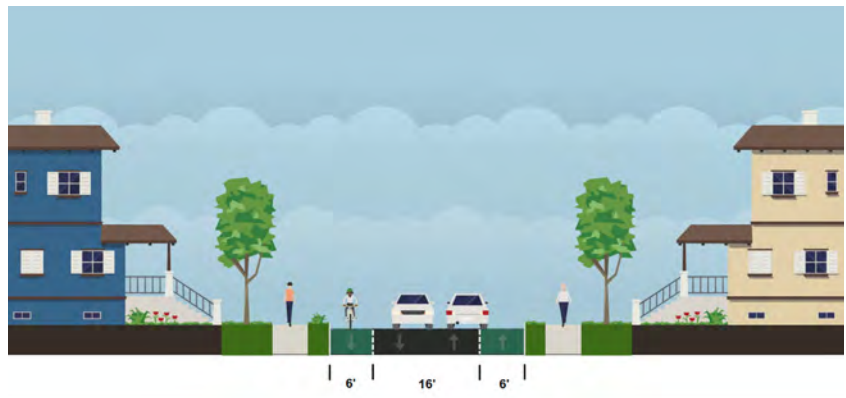
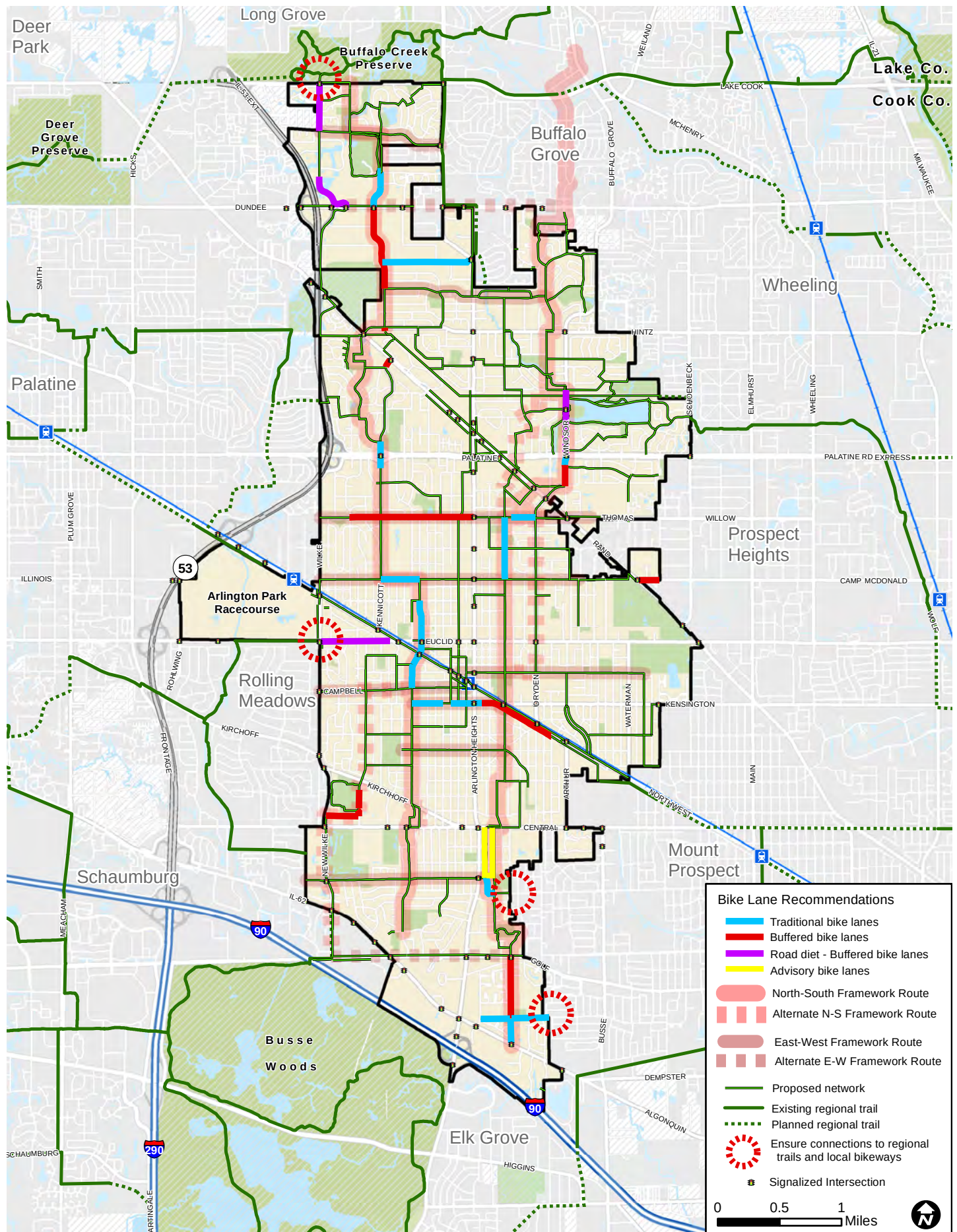


Figure 4.48 - Proposed Cross-section: Hintz Road Advisory Bike Lane Concept



Figure 4.49 - Bike Lane Recommendations and Framework Bicycle Routes



Bicycle Lane Recommendations

Overall Network

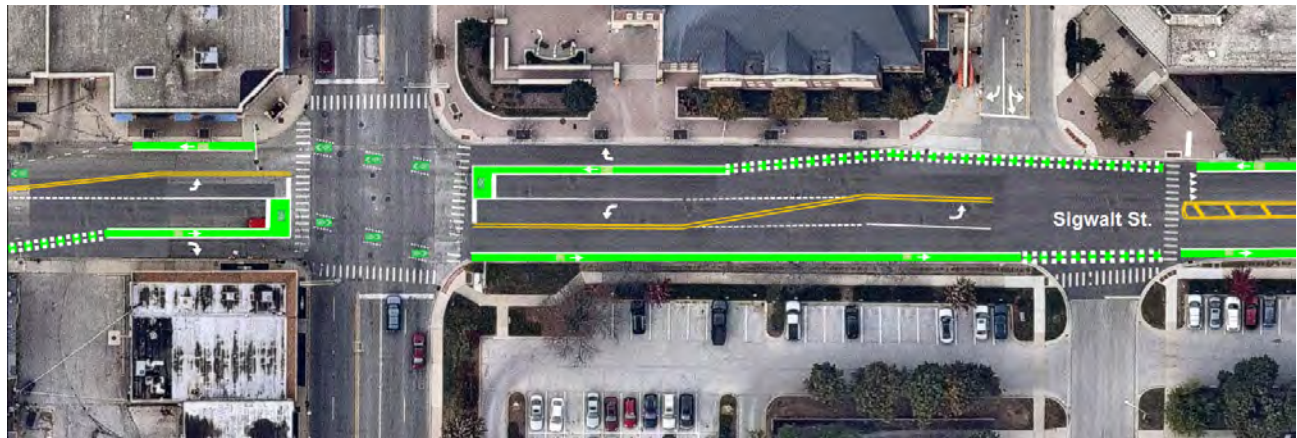
Figure 4.49 shows all bike lane recommendations by facility type, along with the framework routes (highlighted). In general, priority should be given to facilities along the framework bicycle routes. These include traditional and buffered lanes along Kennicott, Windsor, Thomas, Douglas, Oakton/Camp McDonald, 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

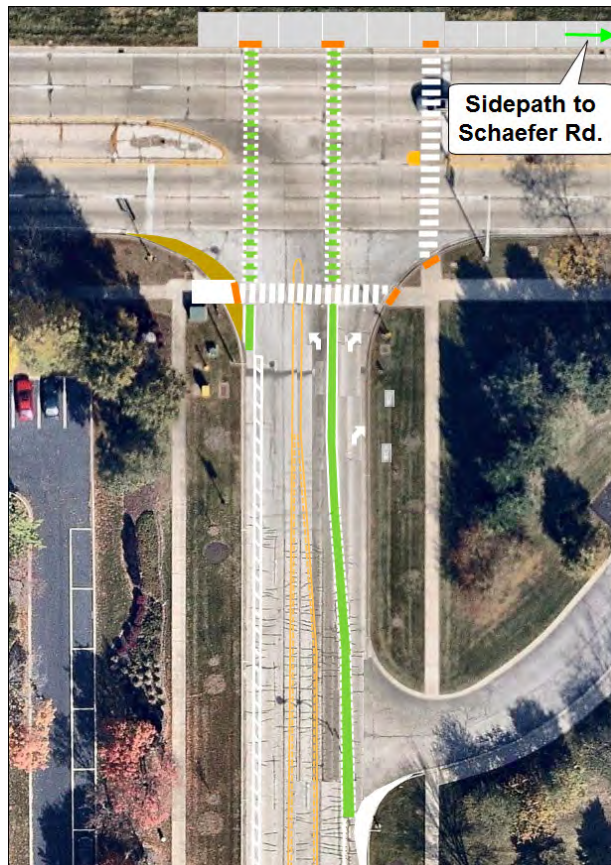
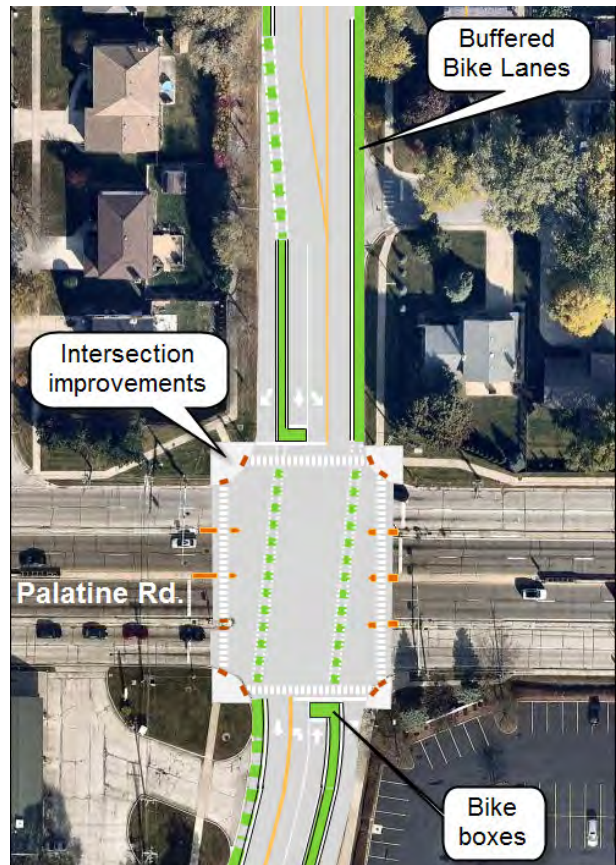


Figure 4.53 - Windsor at Palatine



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

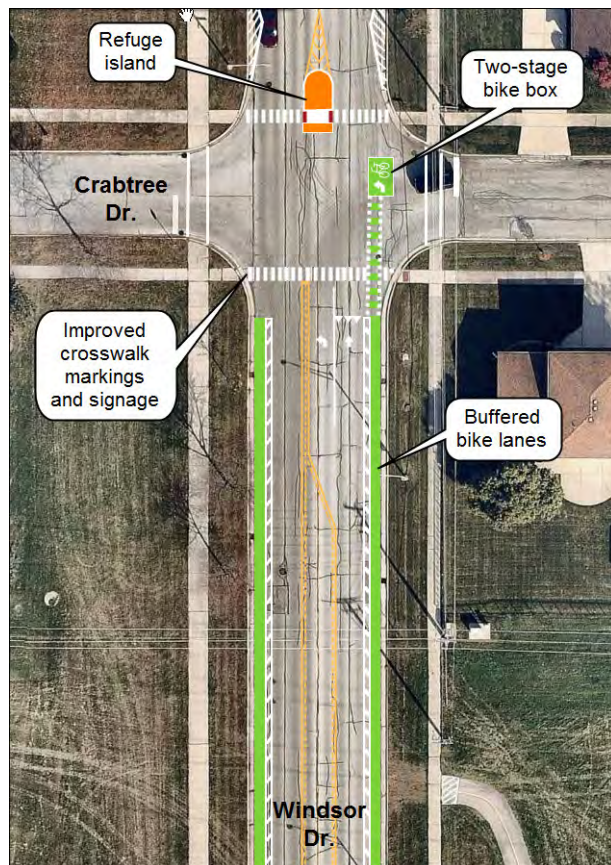
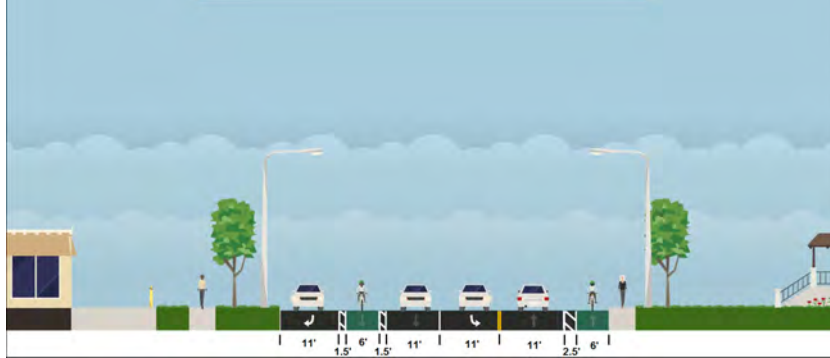
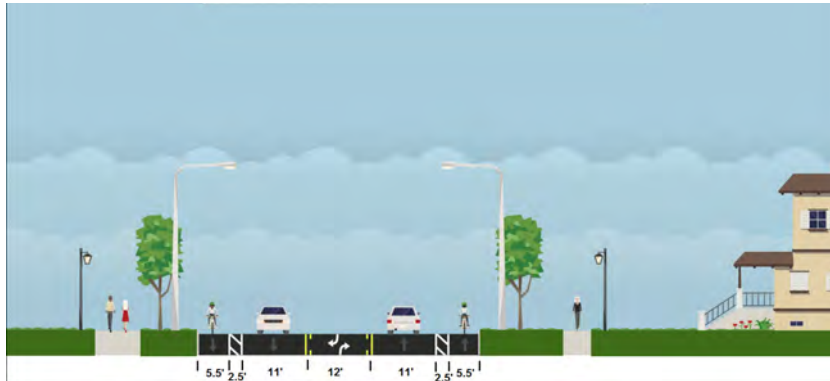


Figure 4.55 - Road Diet / Buffered Bike Lane Concept, Intersection of Windsor Drive and Palatine Road



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

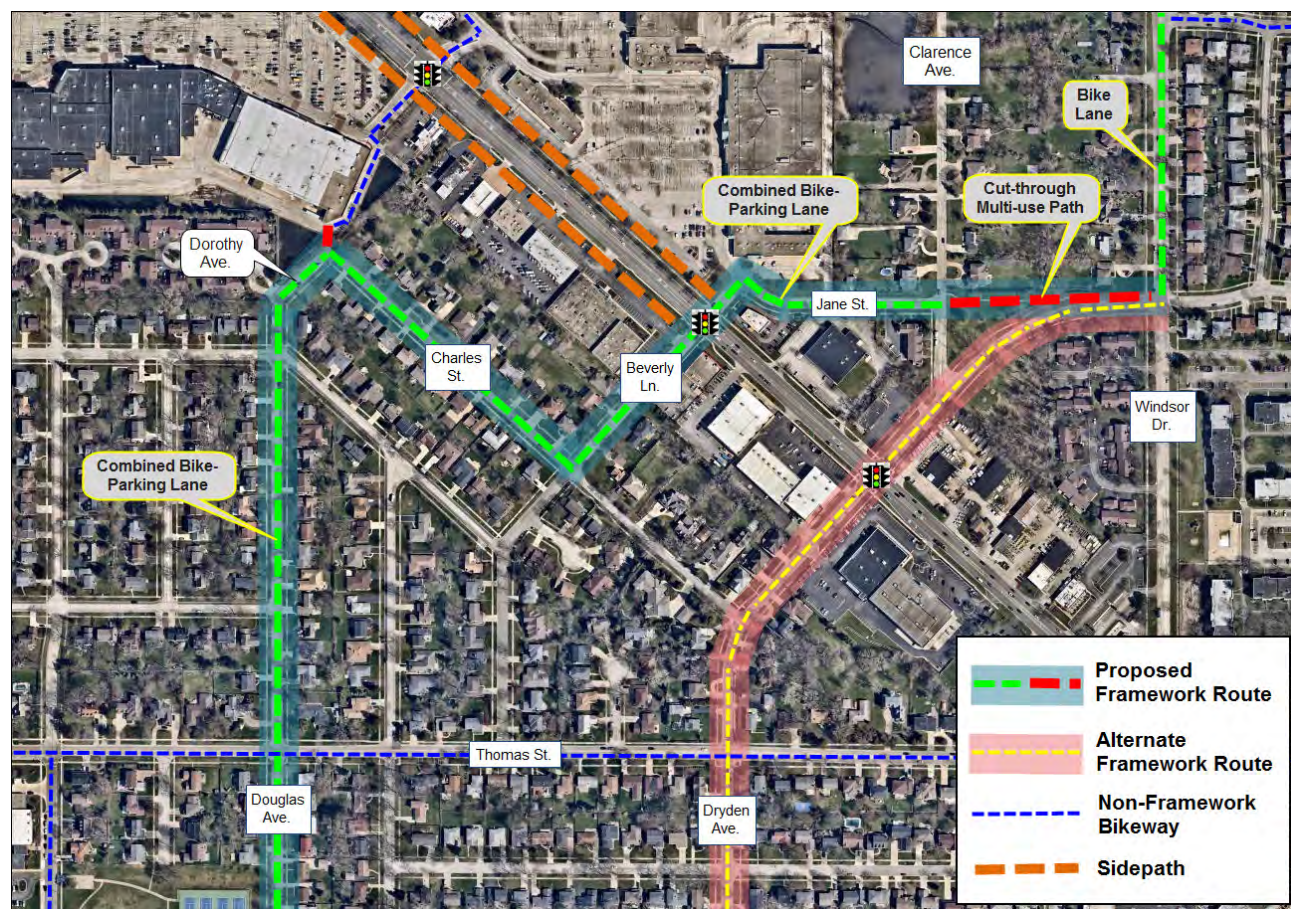


The larger project encompasses improvements to the Dryden/Douglas-Windsor framework route between Thomas Street and Lake Arlington Park. Another segment of this project is the Clarence to Windsor cut-through discussed previously (and illustrated in *Figures 4.23 and 4.24*).

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

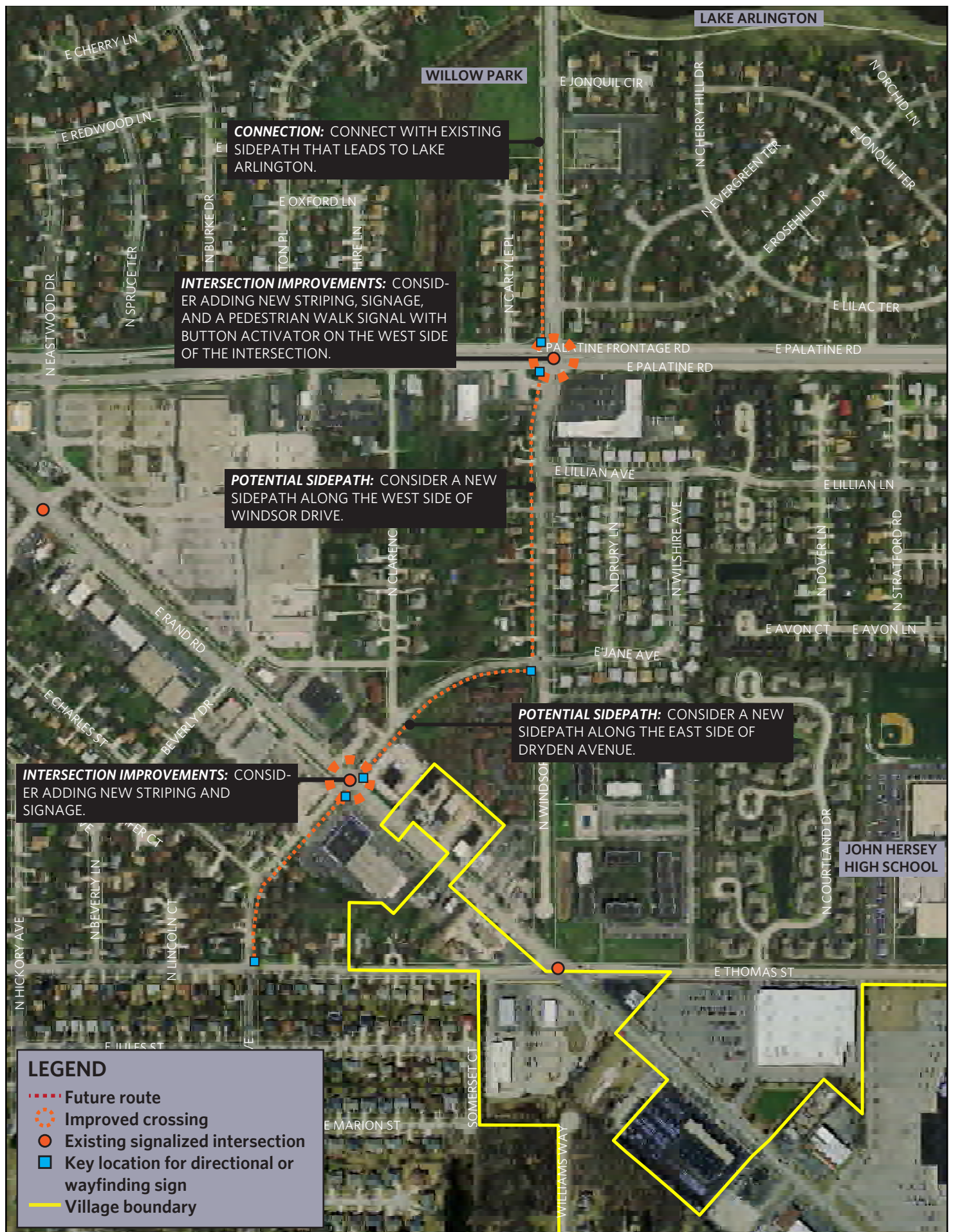


This alternative separates bicyclists from automobiles through the narrow, curved section of Dryden, where the ADT is approximately 5,500 and posted speed limit is 30 mph – conditions which are challenging for the majority of cyclists. However, constrained right-of-way along Dryden between Thomas and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

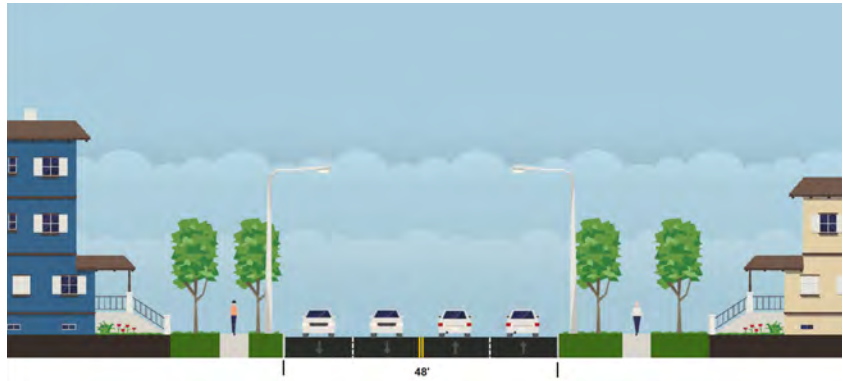
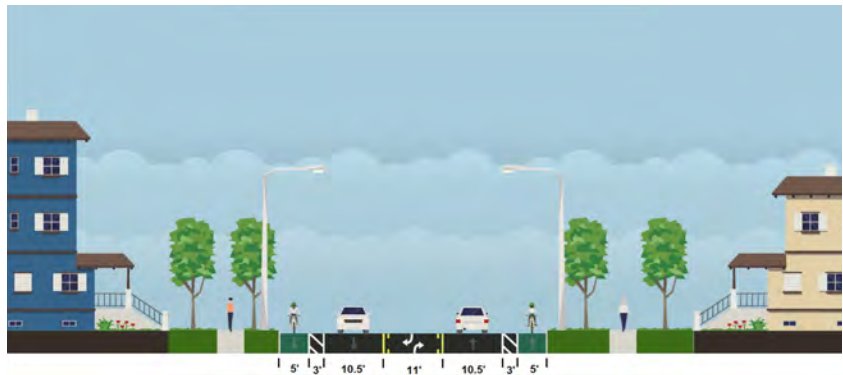


Figure 4.59 (b) - Proposed Cross-section: Euclid Avenue Buffered Bike Lane Concept



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

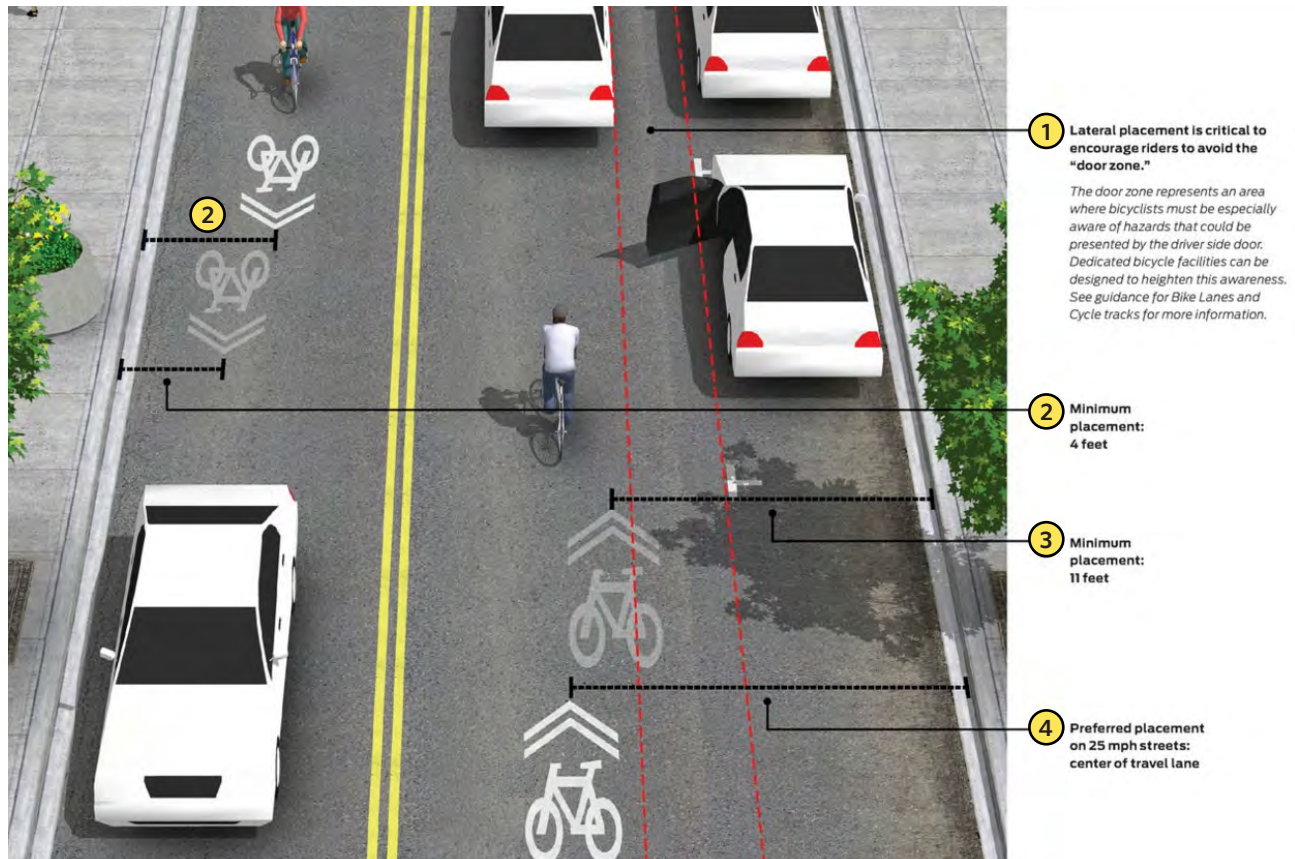


Frequent, visible placement of markings is essential, but varies per roadway characteristics. When used to bridge discontinuous bicycle lanes or paths, at intersections, or along busier streets, sharrows should be placed more frequently (every 50 to 100 feet) than along low traffic bicycle routes (every 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.)

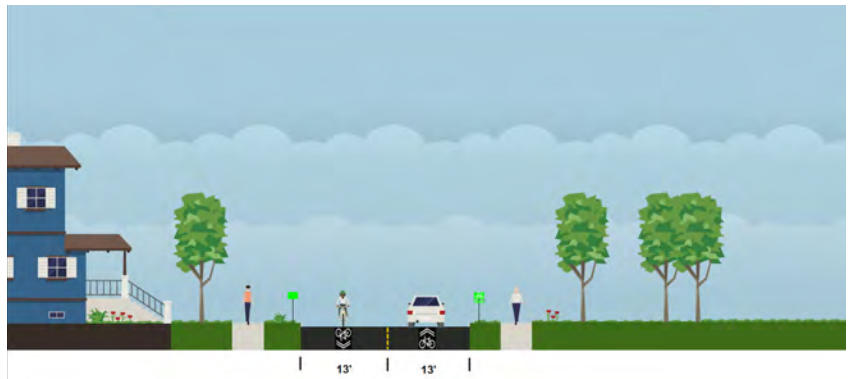


Figure 4.63 - Proposed Cross-section: Park Street at Highland Avenue Sharrows and Traffic Calming Concept



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.

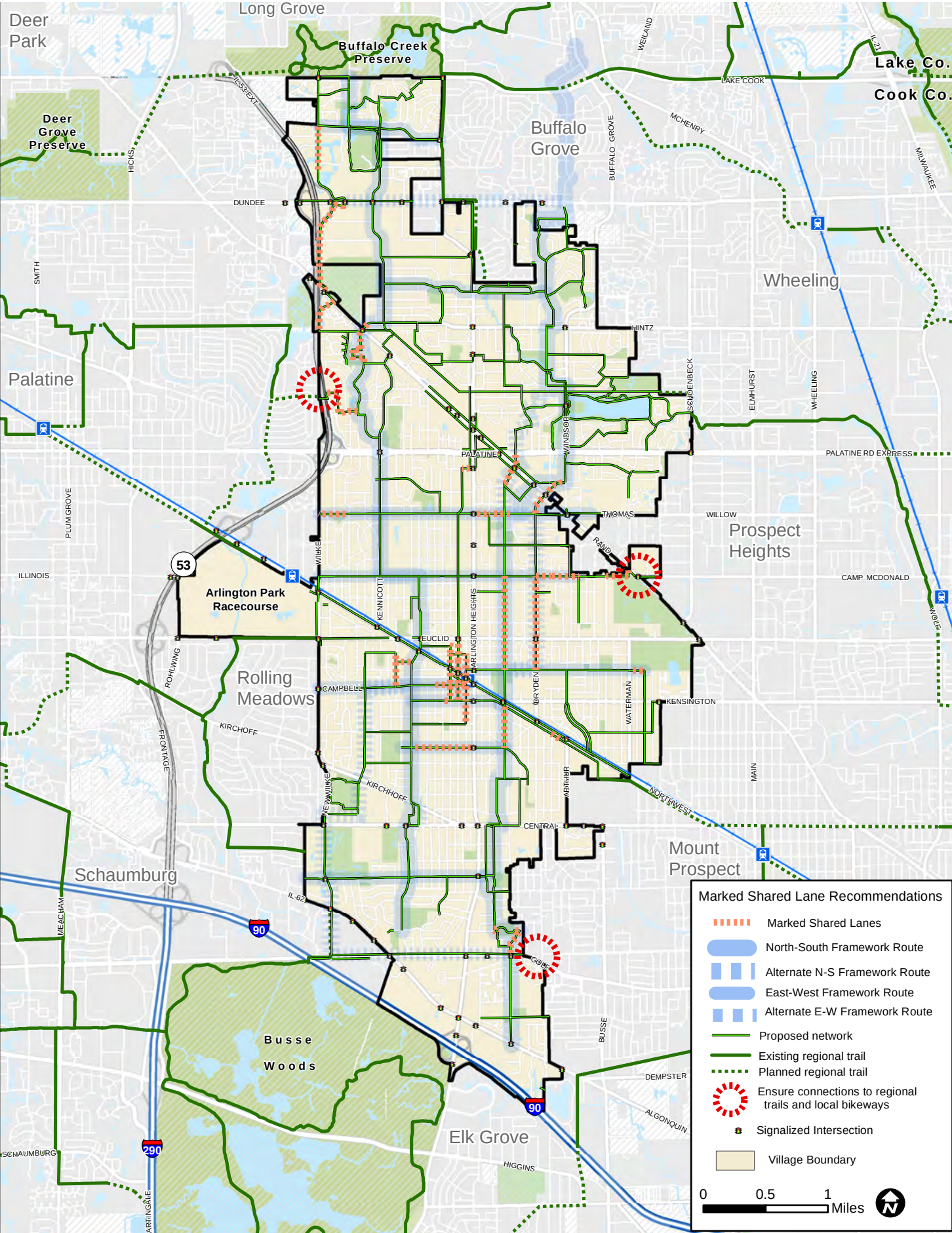
Shorter segments of marked shared lanes are also called for on intersection approaches along key bike routes, where the addition of turn lanes restricts available right-of-way. Examples of these locations include Hintz and Rand, Dryden and Rand, and Davis at Cleveland/Chatham Place/Arthur Avenue. This 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)



Figure 4.65 - Marked Shared Lanes Recommendations and Framework Bicycle Routes



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

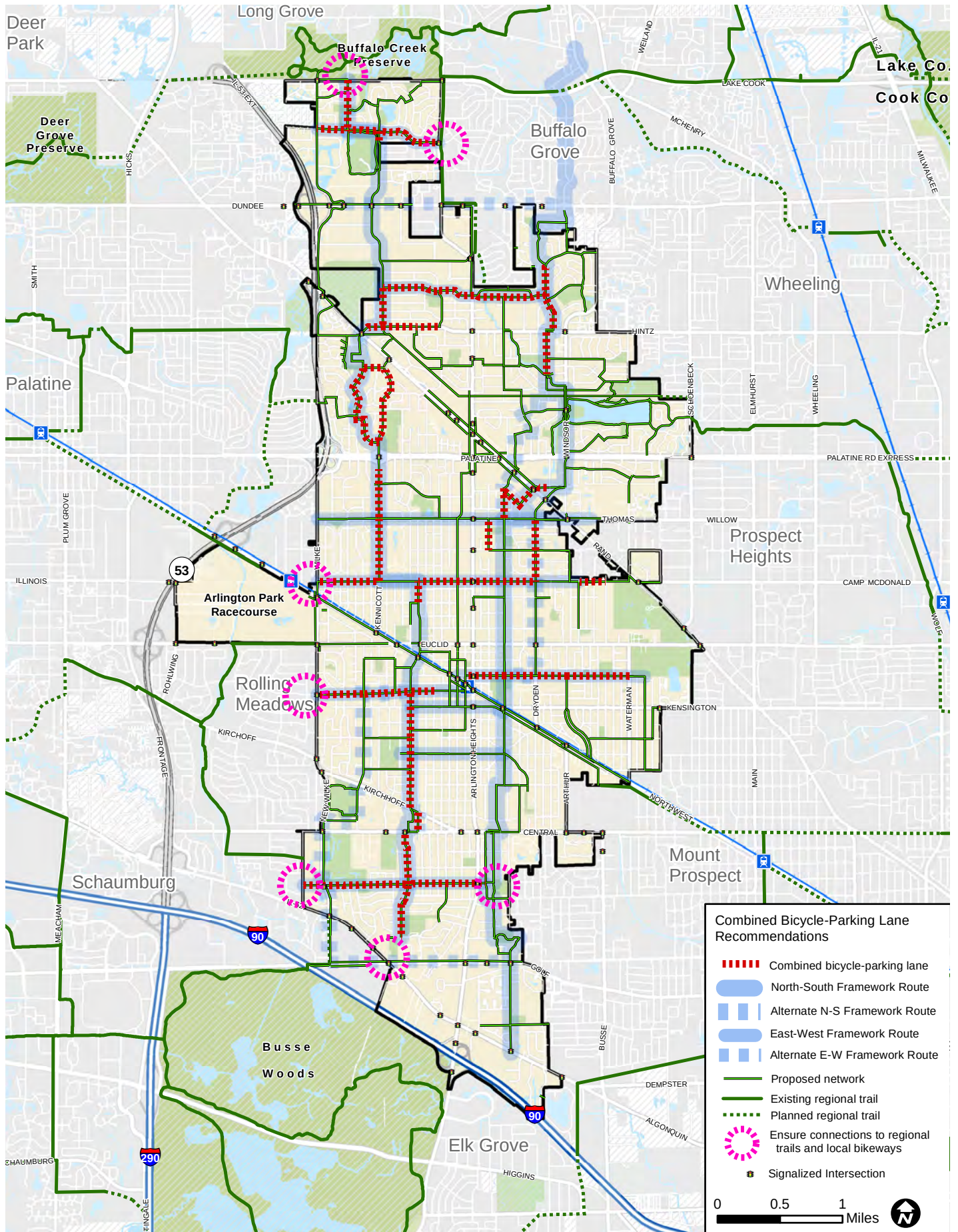
It is recommended that the Village focus on combined bicycle-parking lanes that form key segments in the framework bike route network. The relatively low cost of implementation for these facilities should make them near- to mid-term priorities. Choosing one east-west framework route in the northern part 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

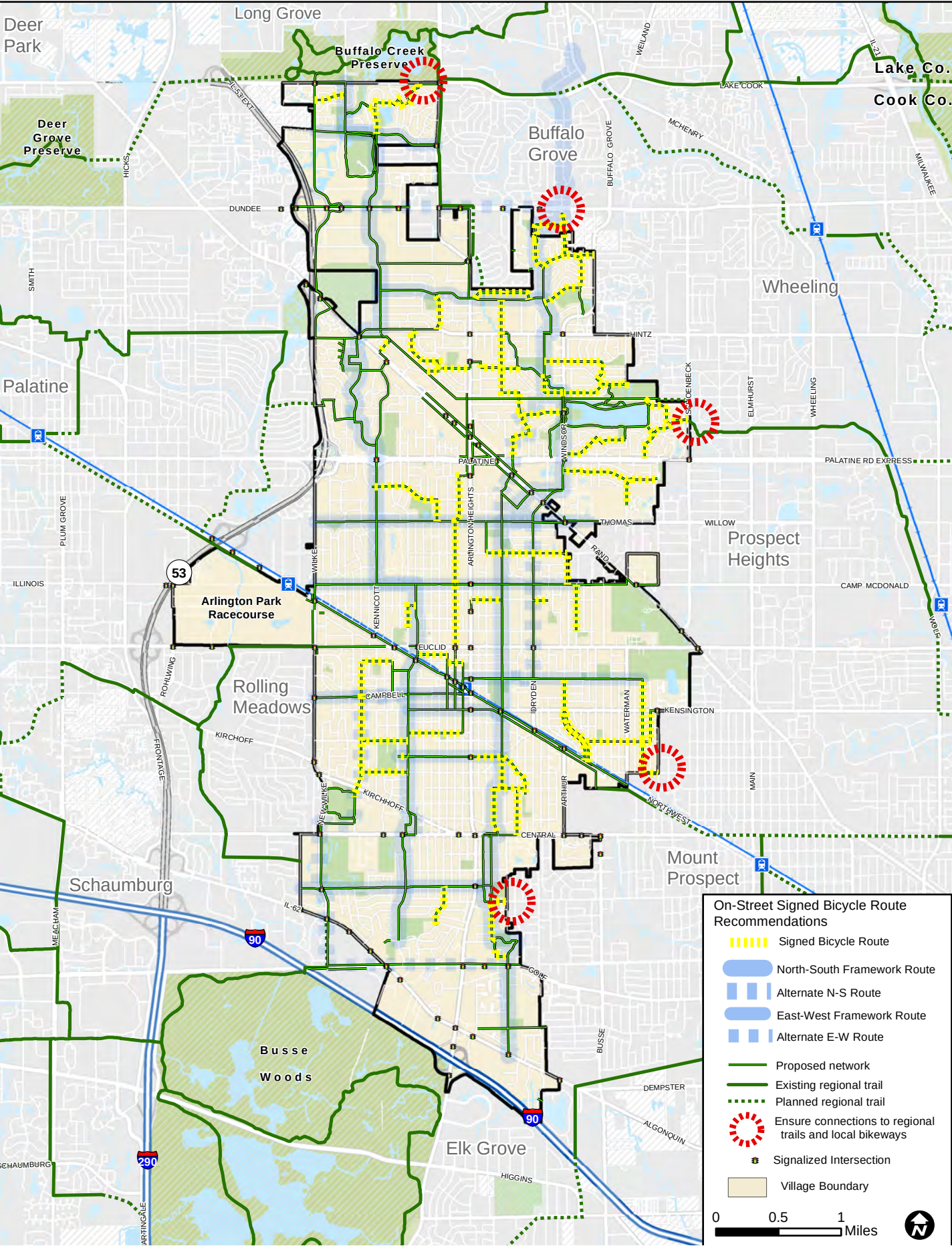
The Village should prioritize on-street signed bike routes that make important network connections or provide links to key community and neighborhood destinations. Although there are relatively few segments of the bicycle framework network that call for route signage without other treatments/facility 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

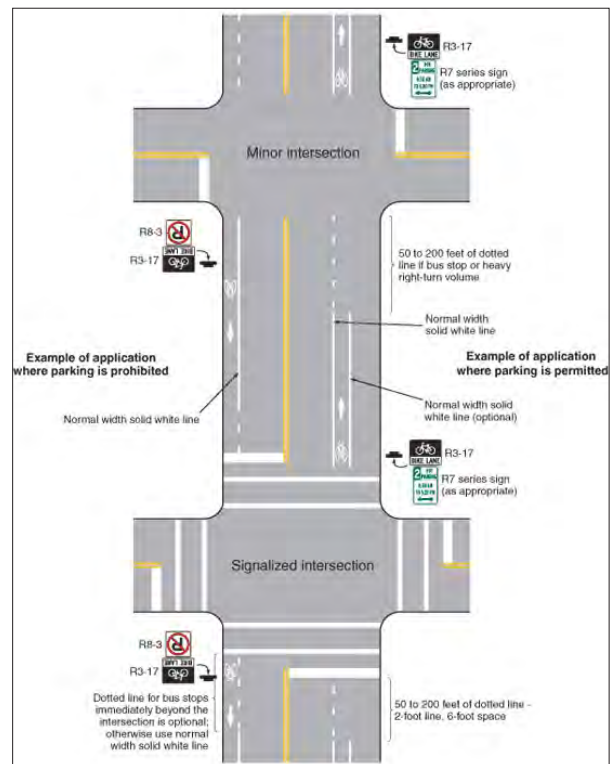
The design of intersections and crossing locations is heavily dependent on the context and the specific characteristics and details of a given site. Broadly, intersection design includes elements such as roadway configuration and geometry, textured materials, pavement markings, signage, signals and beacons, 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.

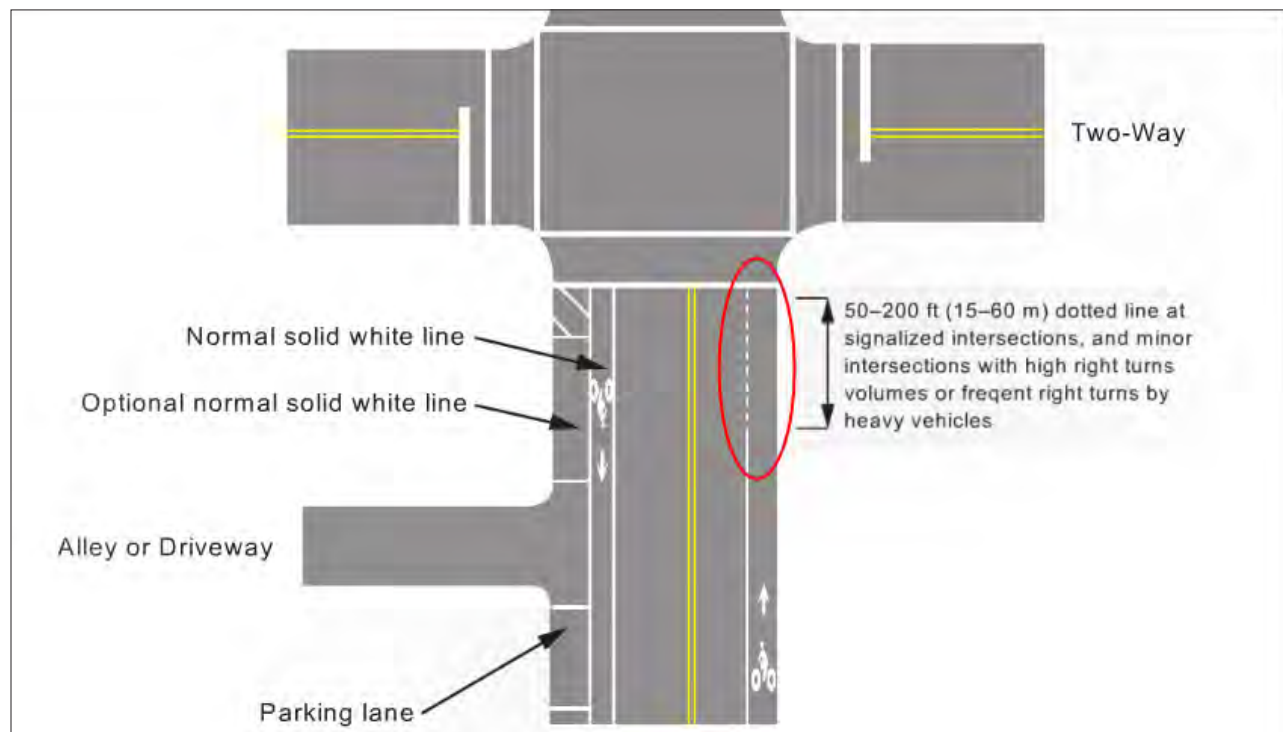
This encourages merging of right-turning vehicles in advance of the intersection and helps avoid “right-hook” crashes.

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

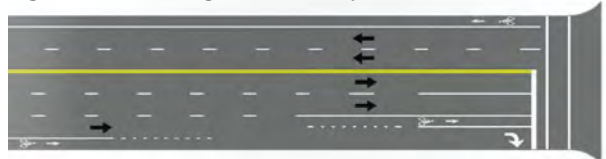
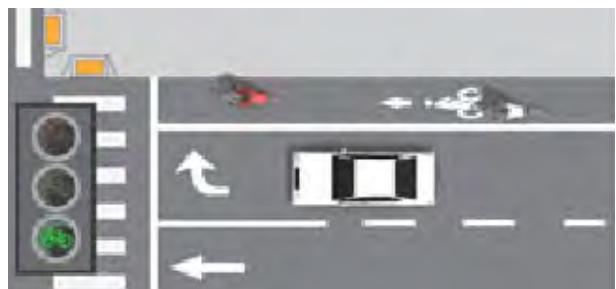


Figure 4.77 - Through Bike Lane Option E



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.

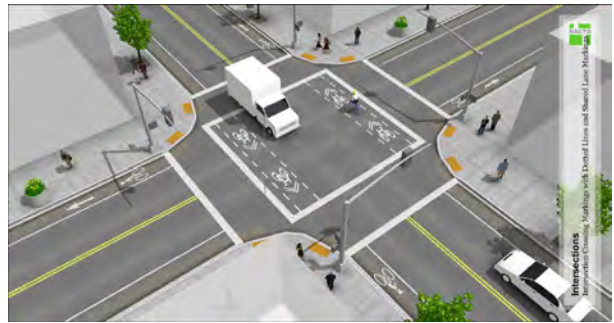
Through-intersection bikeway markings can be combined with the various types of pedestrian crosswalk markings (**Figure 4.79**), based upon unique site characteristics, safety objectives, and community goals/desires.

Figure 4.79 – Intersection Treatments: Through-Intersection Bikeway Markings

Dashed white lines



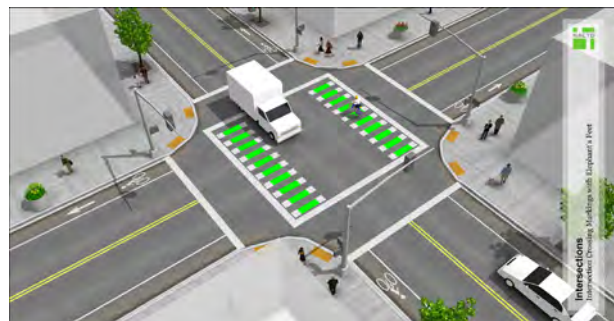
Shared lane markings outlined by continuous dashed white lines



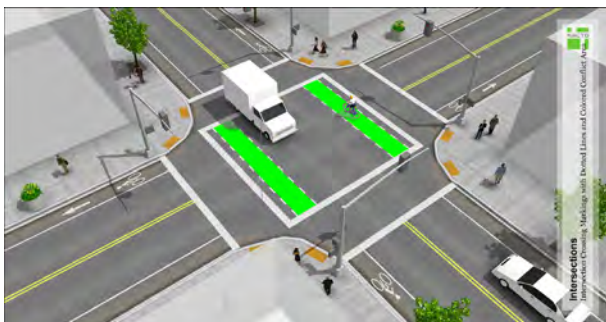
Thick, dotted lines (called “elephant’s feet”)



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



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

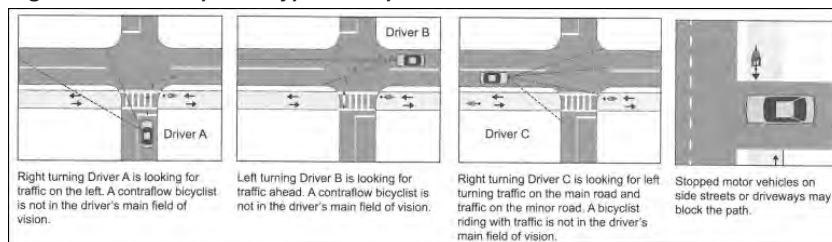


Off-Street Bikeways (Sidepaths/Multiuse paths)

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

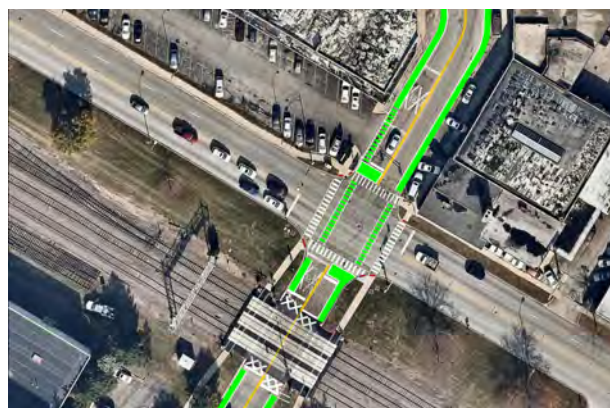


Figure 4.88 - Proposed intersection and spot location improvements

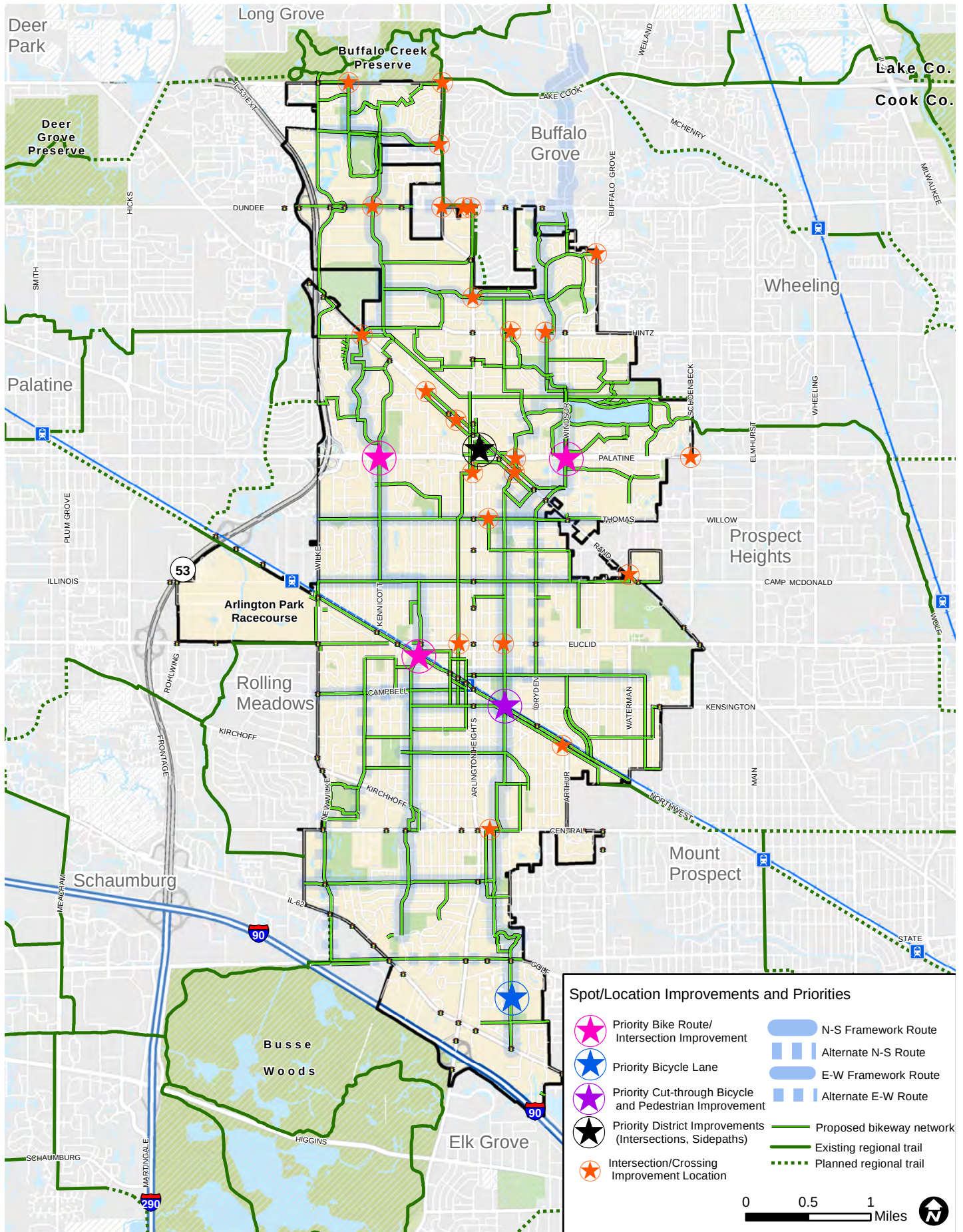
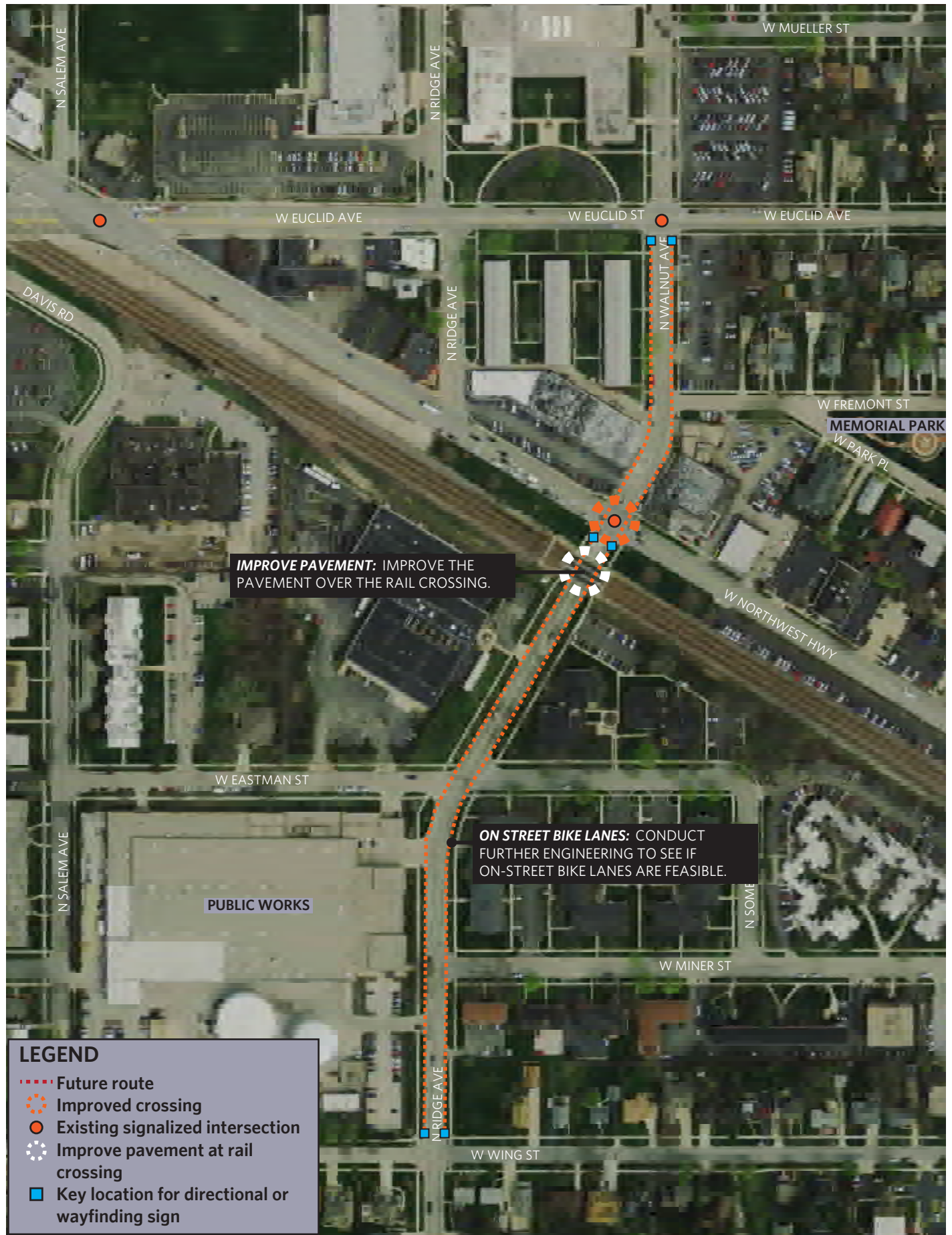


Figure 4.89 - Walnut-Ridge at Northwest Highway, Intersection / Bikeway



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

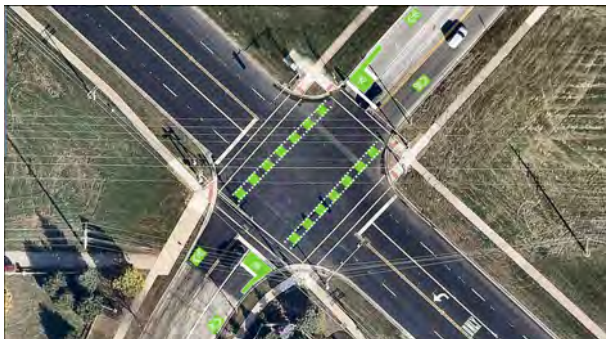


Figure 4.93 - Dunton and Euclid, Bicycle Boxes



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.

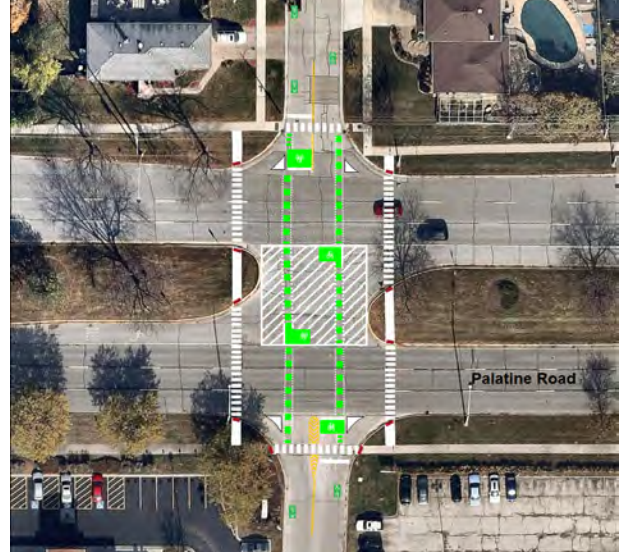
Figure 4.94 - Thomas and Belmont, Center Refuge Islands



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>.

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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



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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:

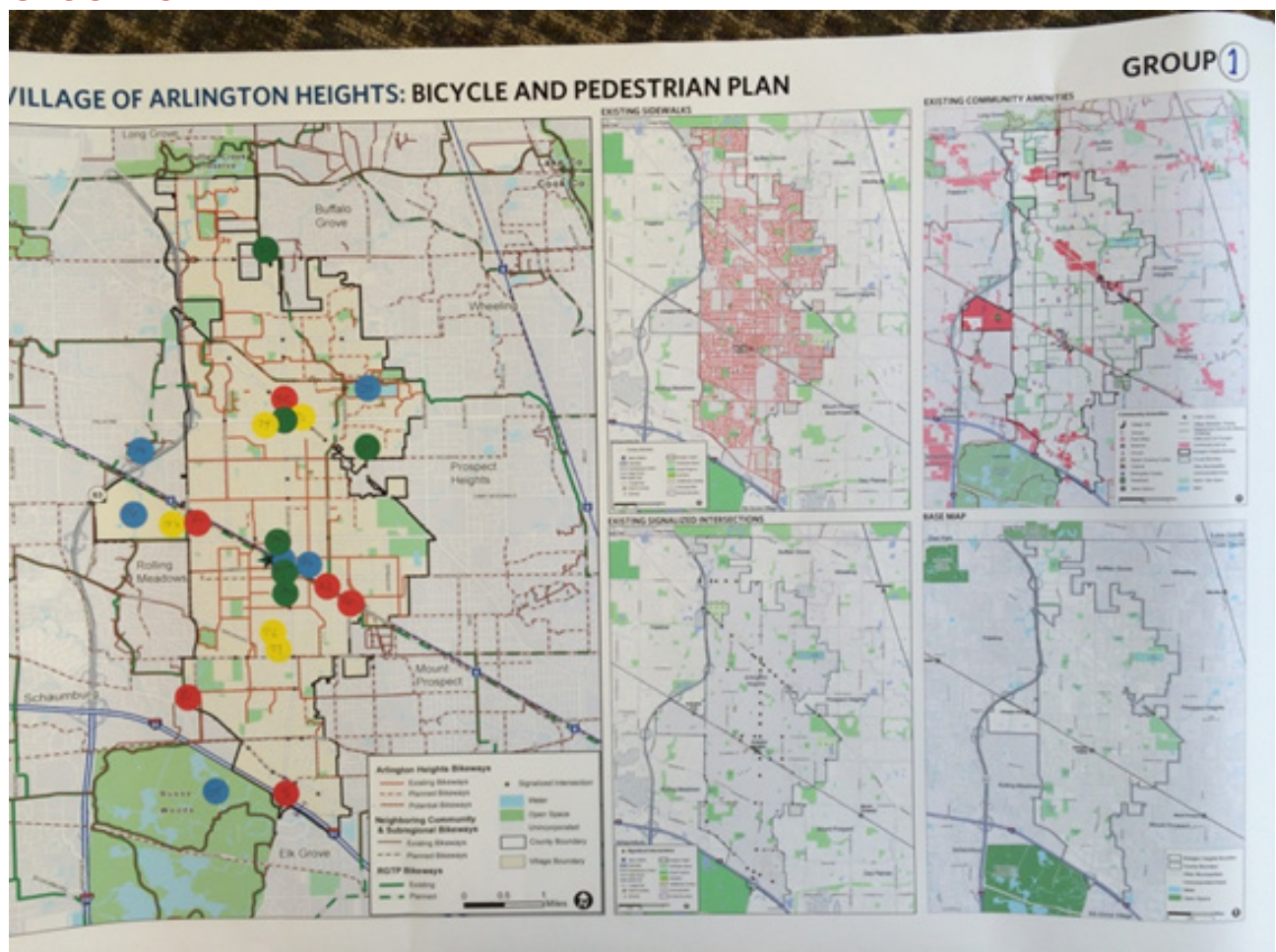
- Traffic skills 101 classes at the Park District
- www.bikewafetyquiz.com
- “Bikes, too” signs below existing stop signs
- Bike maintenance classes
- Pass out basics – lights, water bottles
- Bike Ambassadors

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

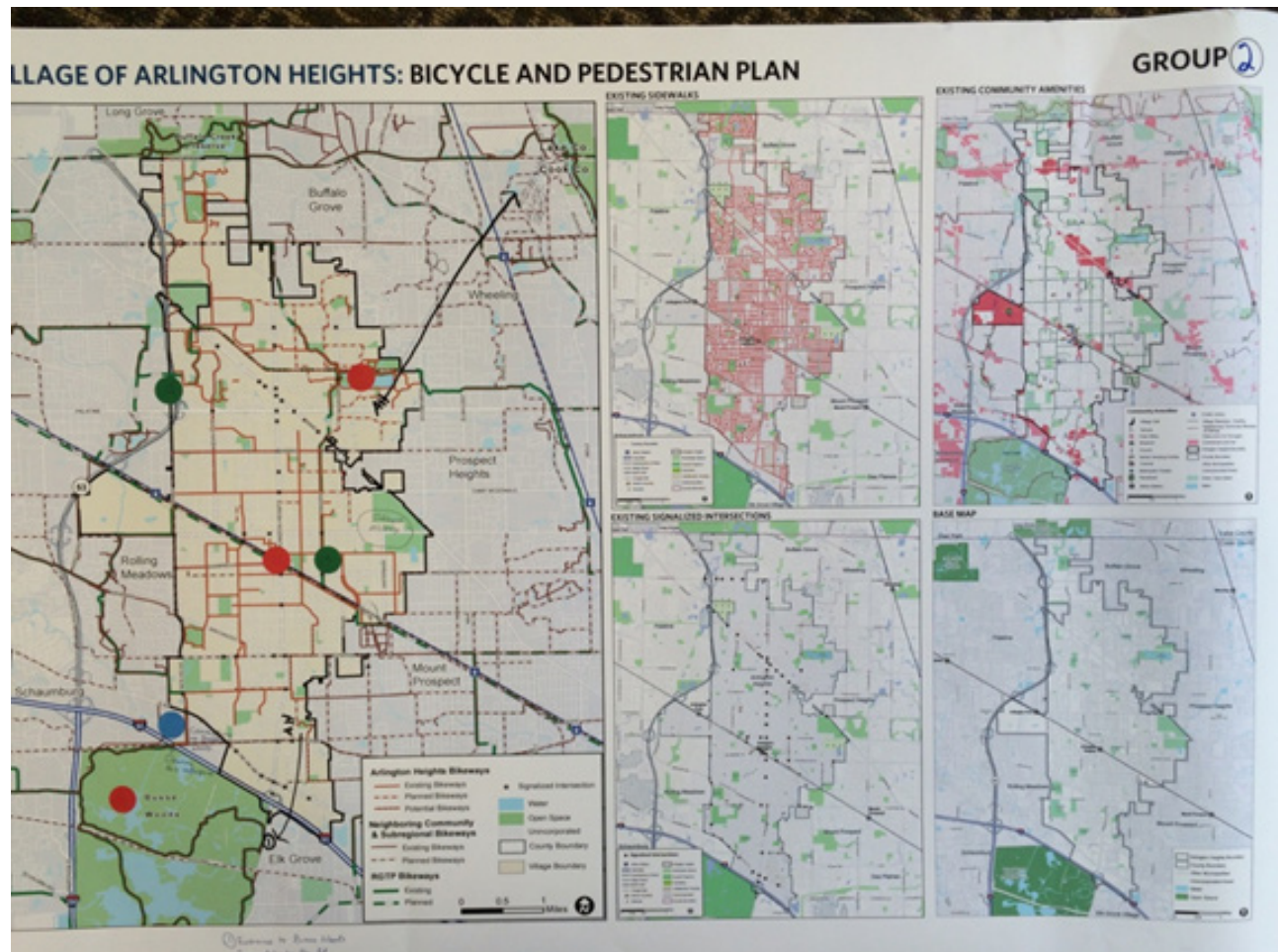
Review of the Draft Vision Statement

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: "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

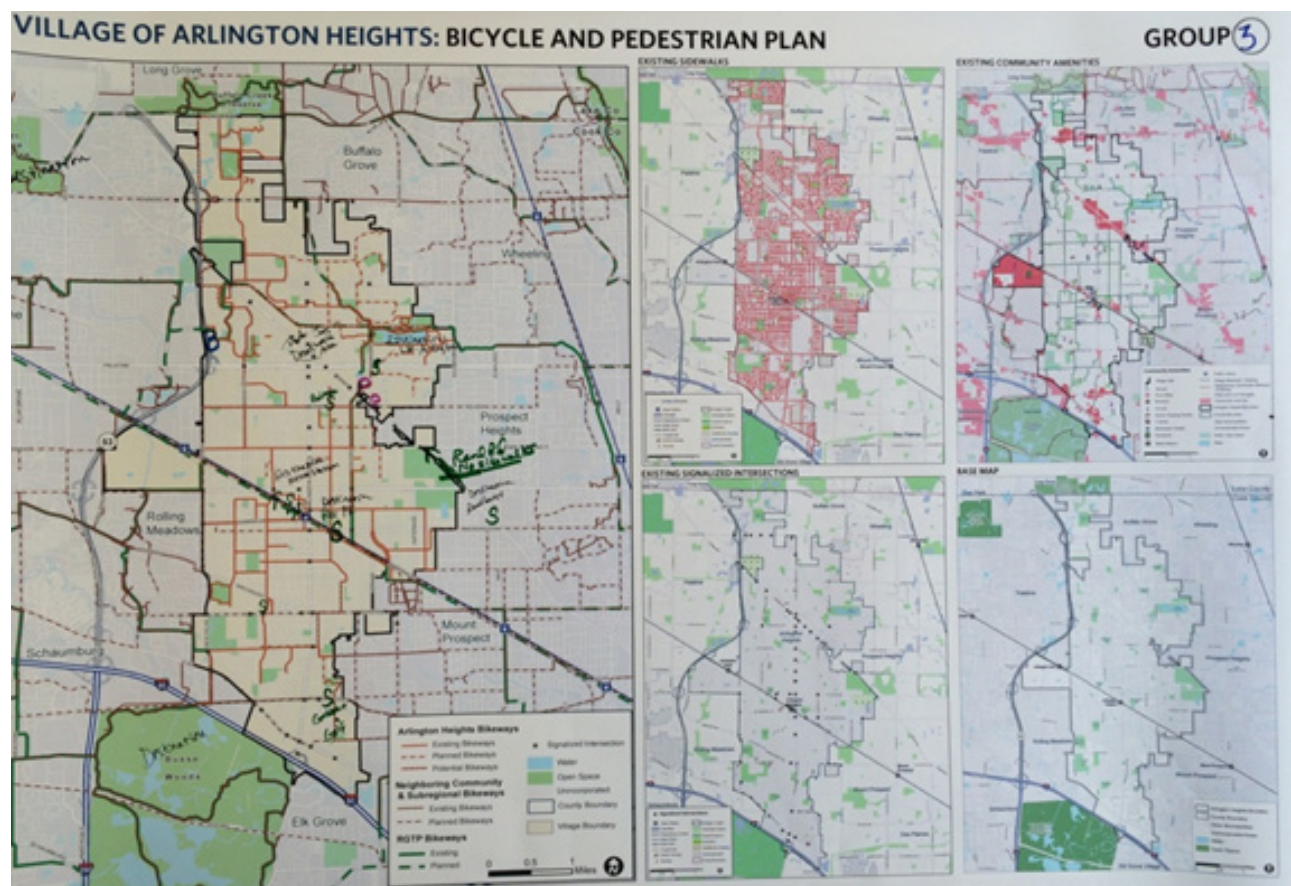
- o Shopping areas – Trader Joe’s, Valley Produce
- Locations where existing parking should be improved:
 - o Fast food restaurants
 - o Downtown – no year-round bike parking exists
 - o Parking garages – should add covered bike racks

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

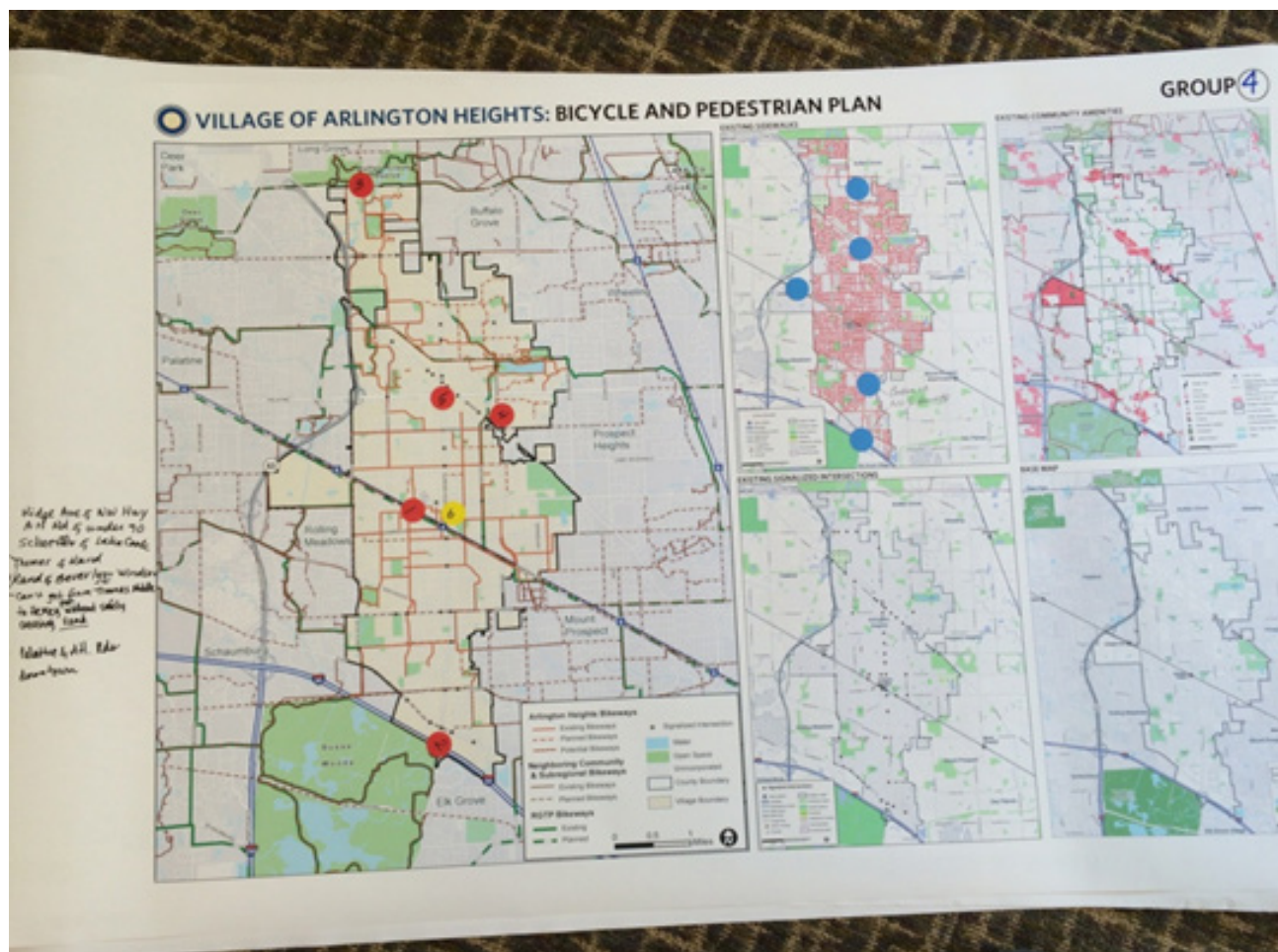
The following is a list of the programs or activities that were noted:

- “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

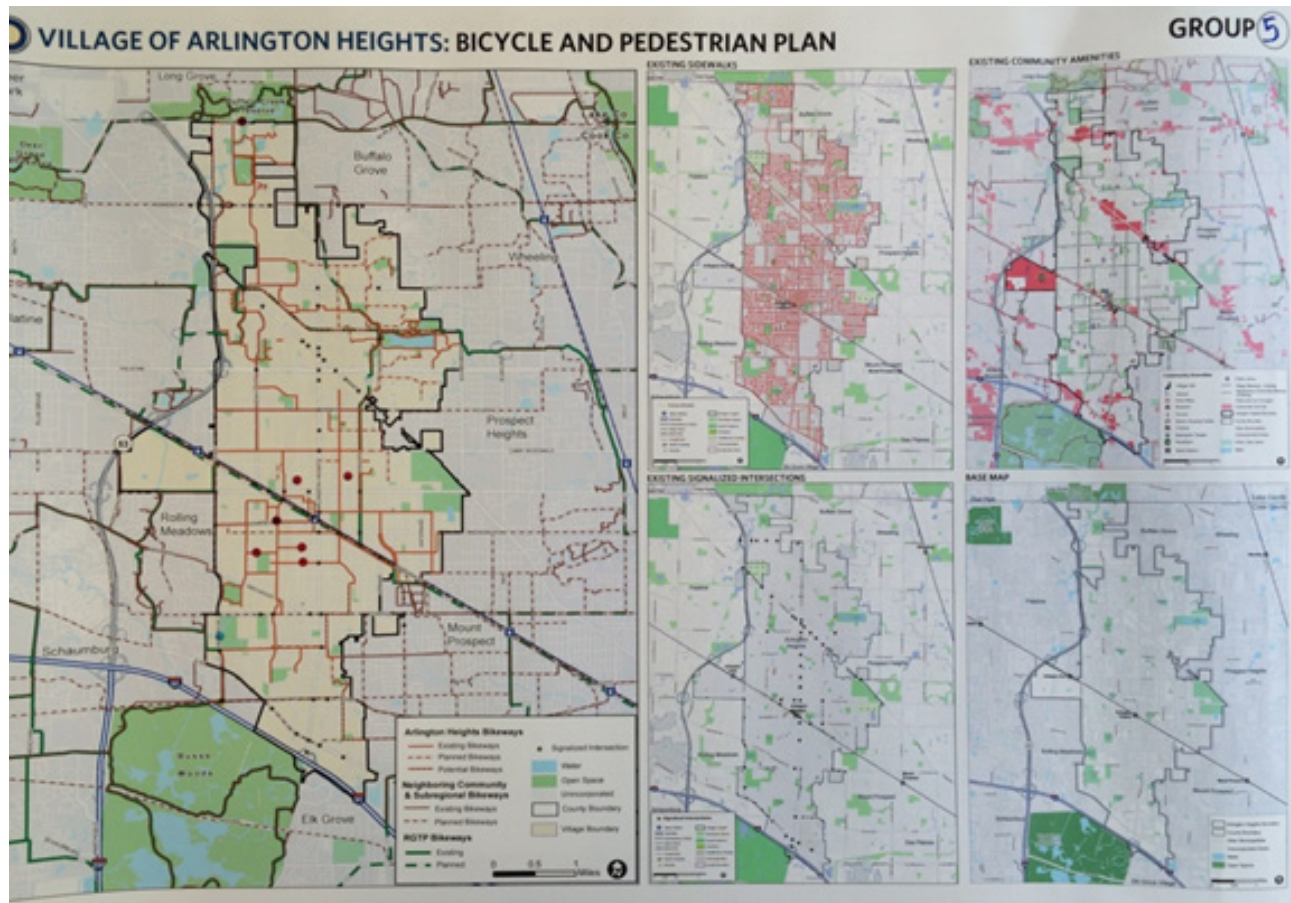
Review of the Draft Vision Statement

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 (in and outside the community) by walking and bicycling.

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

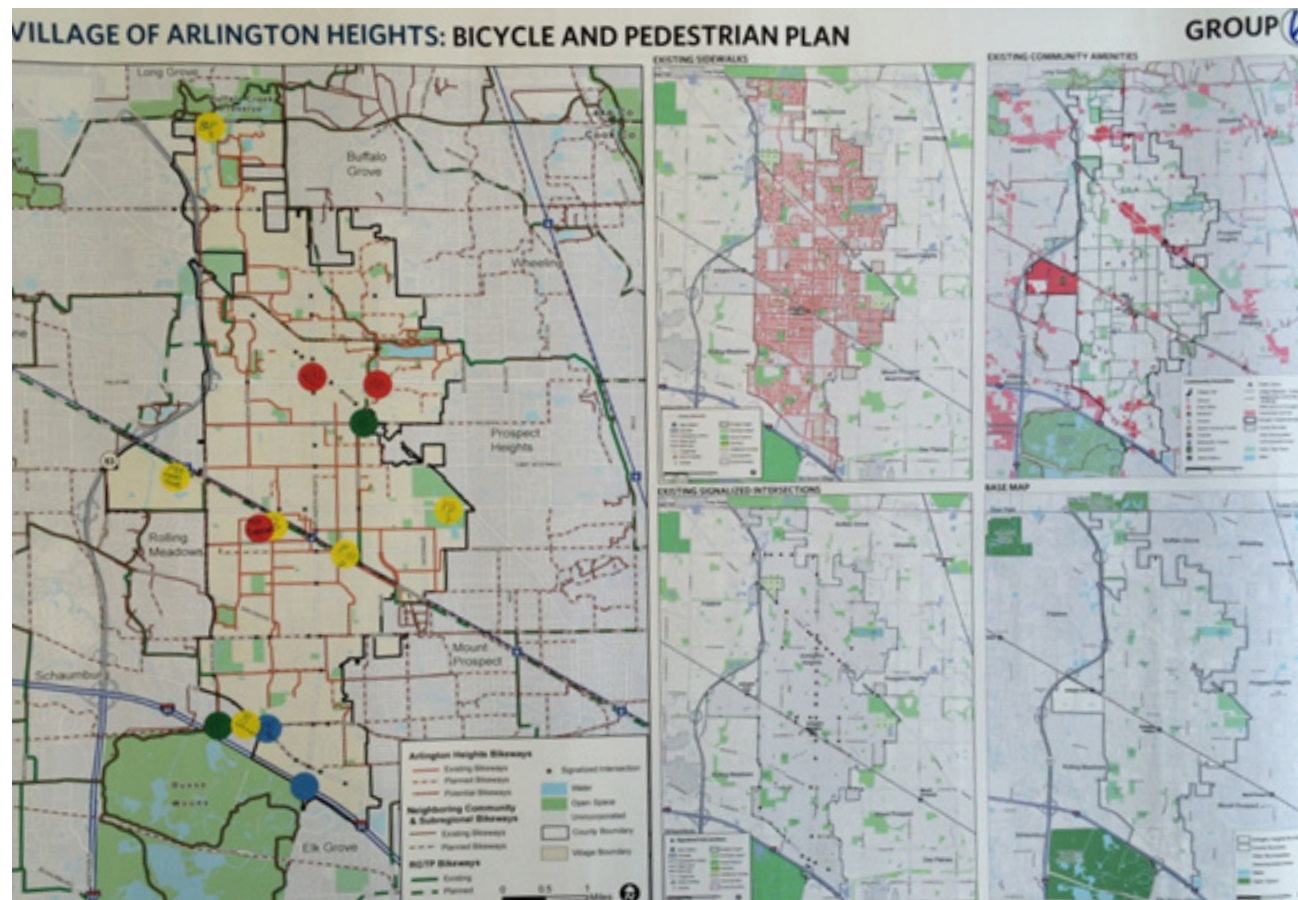
- o Train station – Arlington Park
- o Shopping areas
- Locations where existing parking should be improved:
 - o All of the above

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

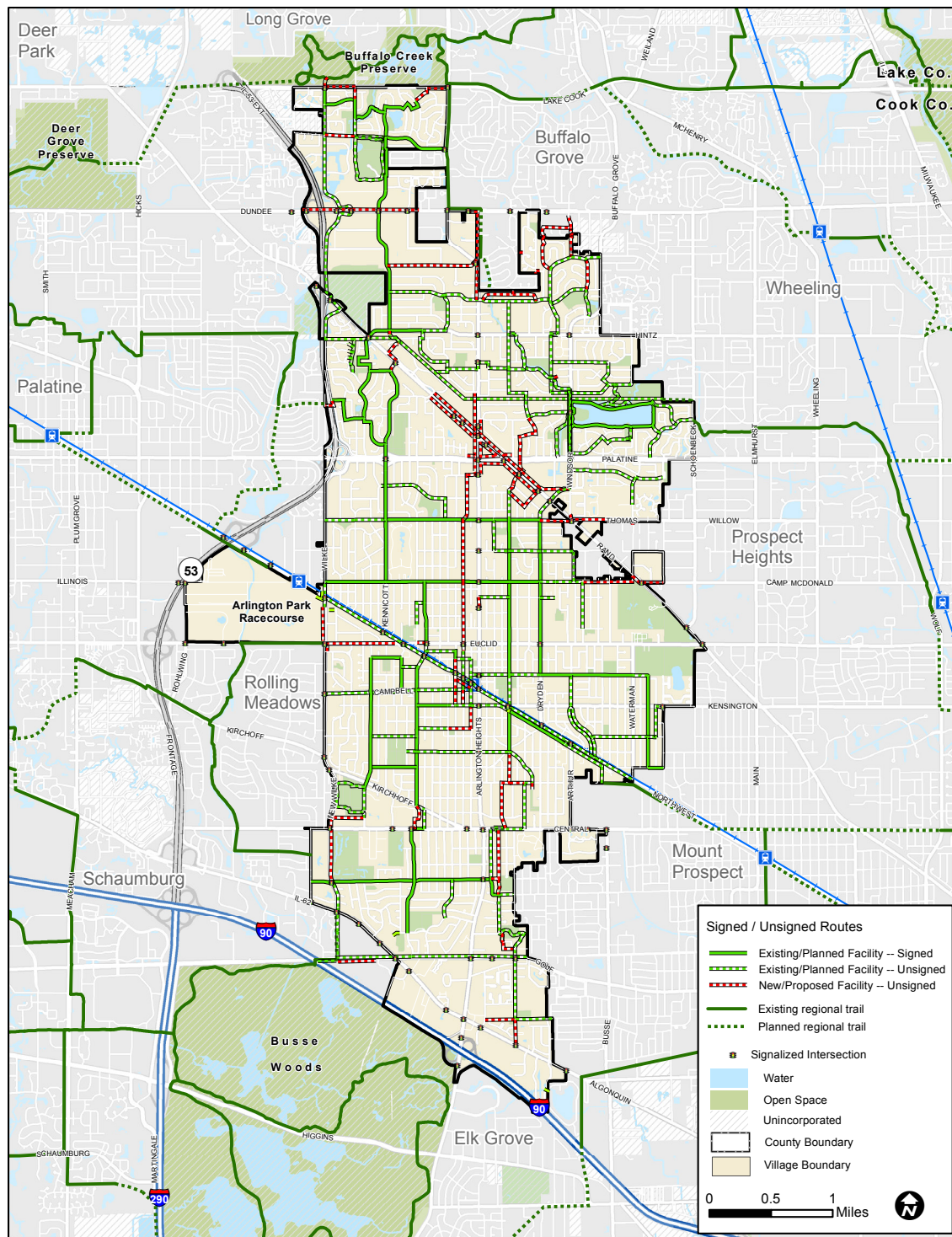
The majority of workshop attendees, or approximately 24%, that voted on their top three big ideas indicated that their most preferred idea was linkages to open space including neighborhood parks, Forest Preserves, and the Des Plaines River Trail. The next popular big idea, which came in very close to 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



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

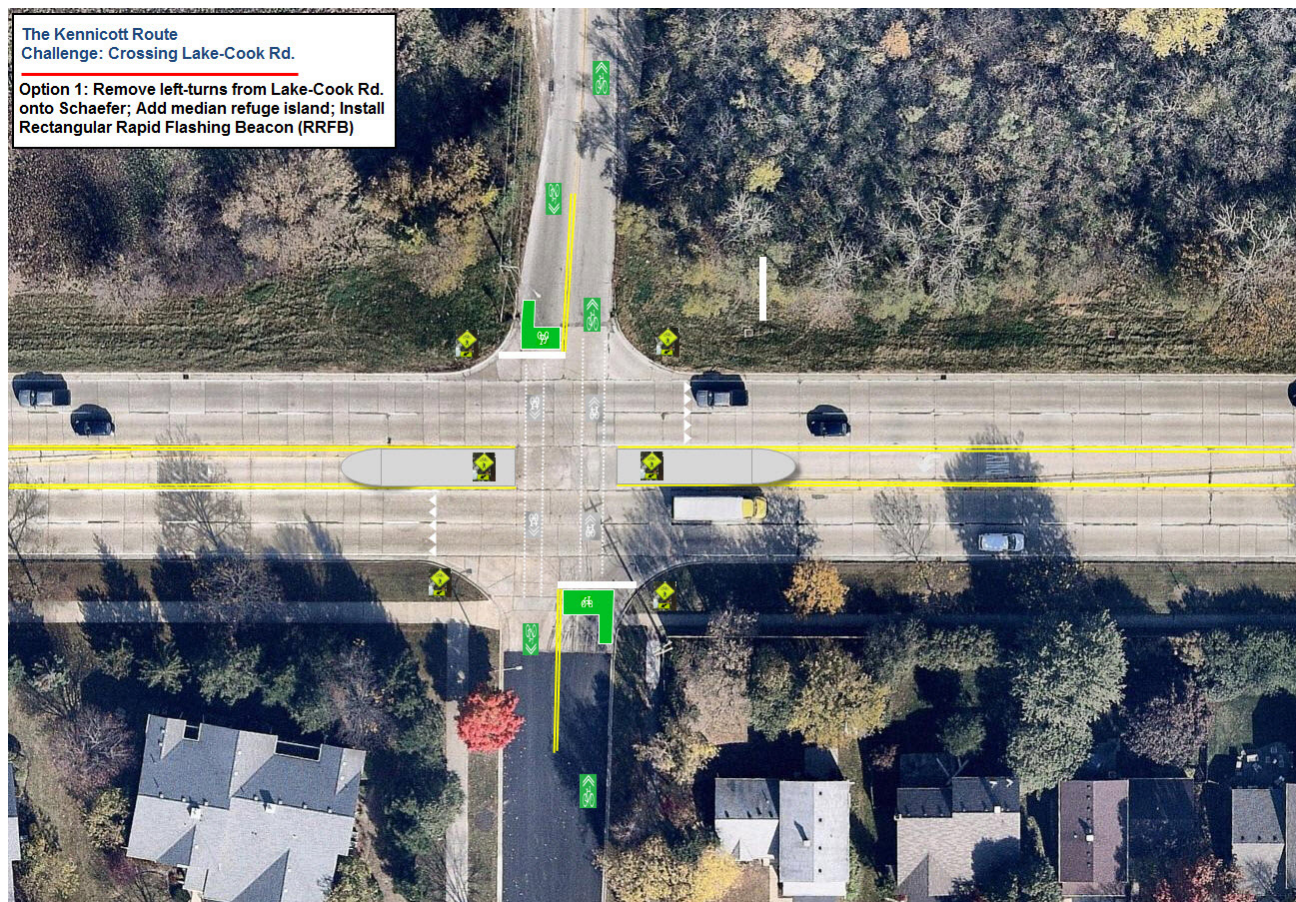


Figure C2 shows a PHB as installed in Phoenix, AZ. Note the marked crosswalk, regulatory and warning signage, and raised center median.

Figure C2



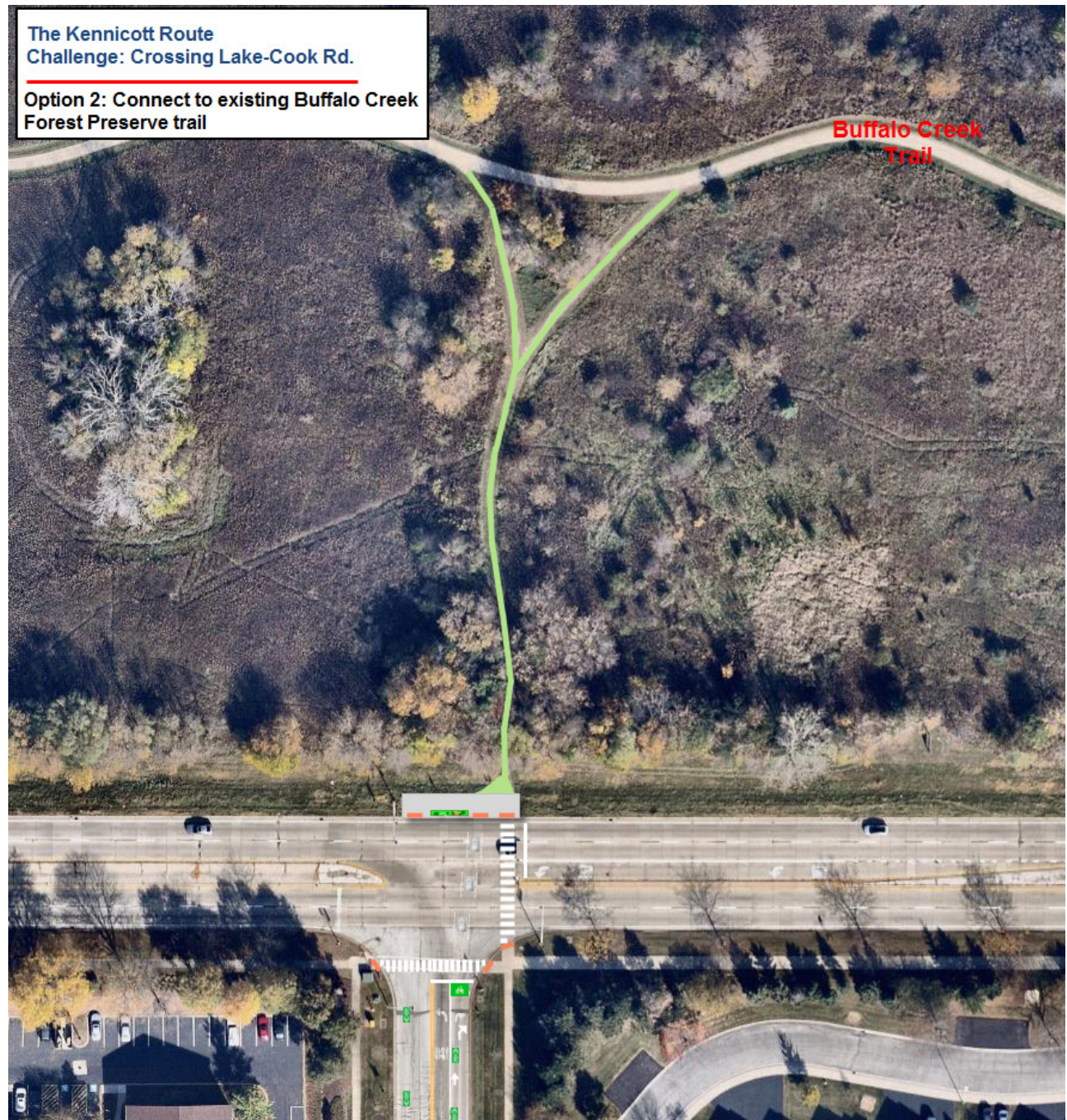
Photo credit: Mike Cynecki (www.pedbikemages.org)

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

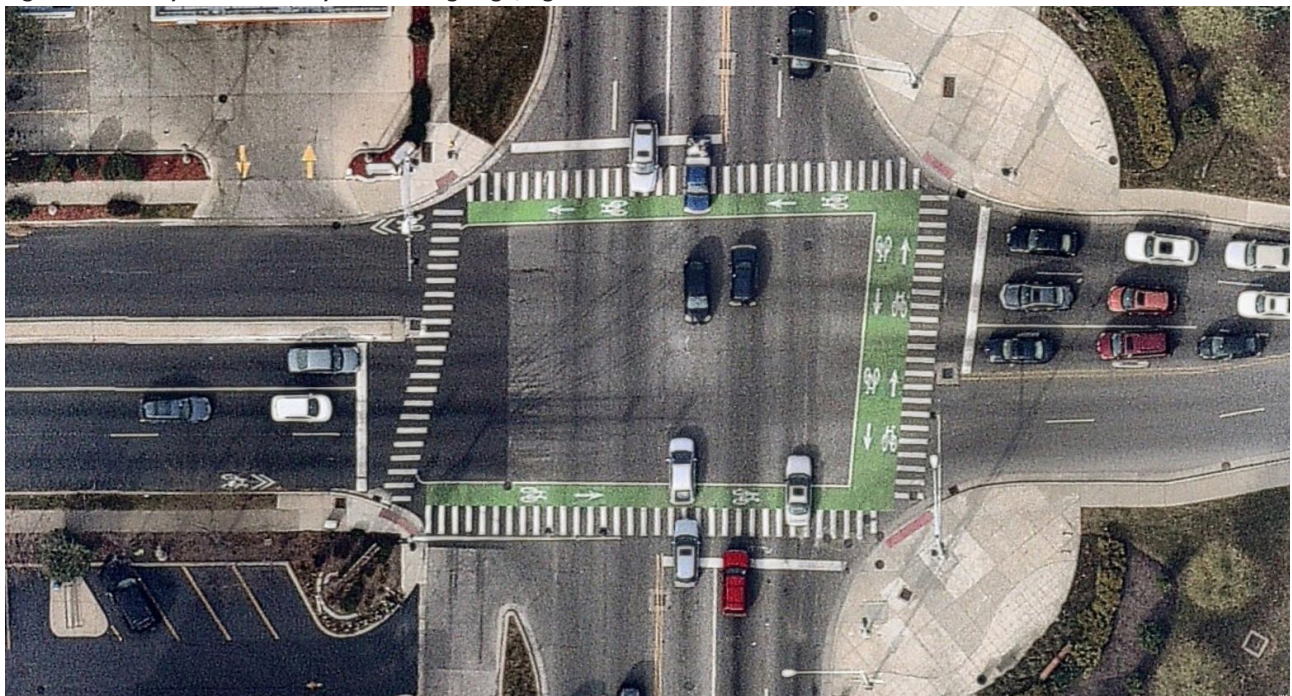
For locations where designated multiuse paths or trails utilize signalized intersections to cross roadways, specific treatments can be used to enhance the visibility and safety of the crossing. Design guidance and treatments for these locations can be found in American Association of State Highway and 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

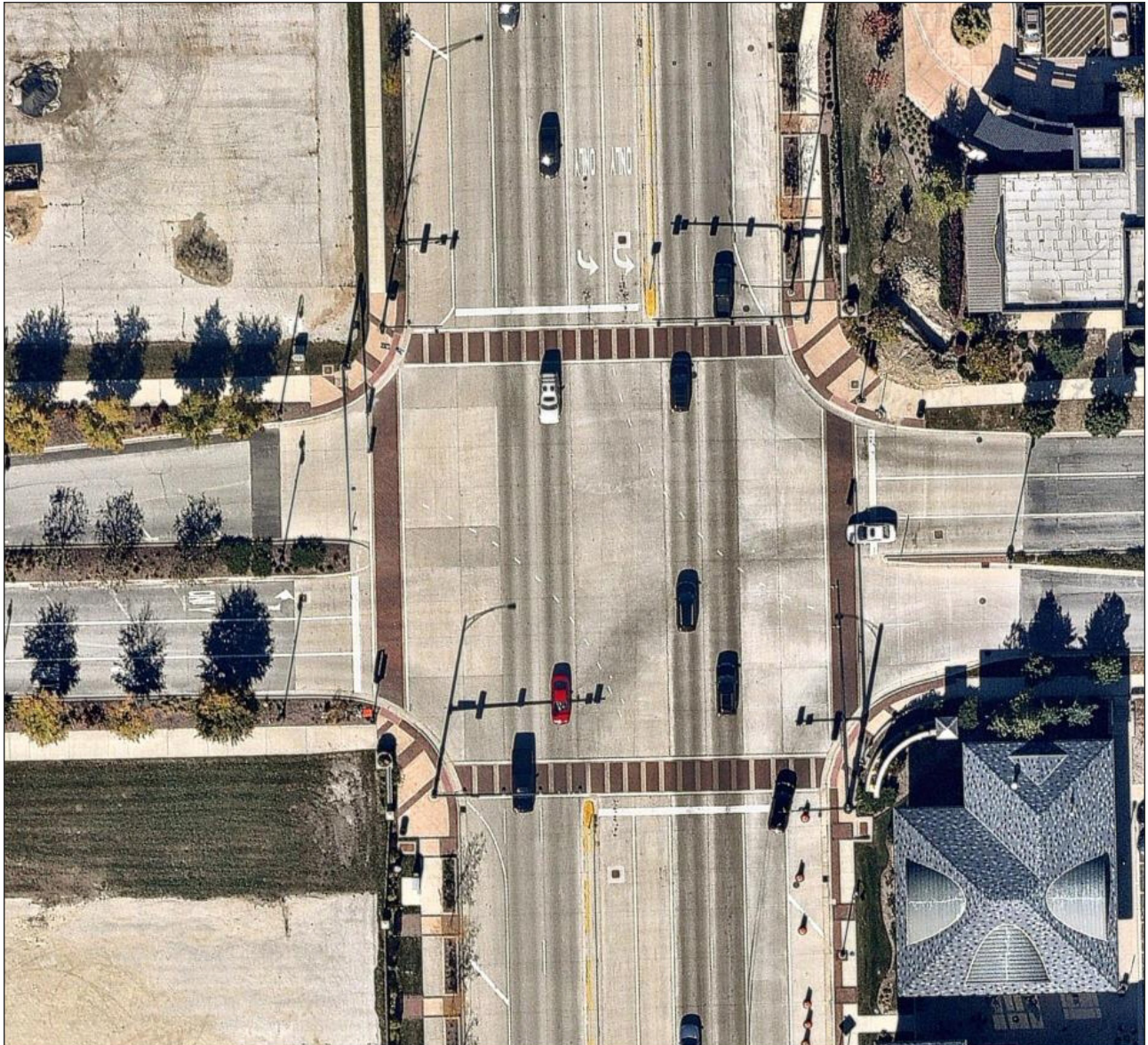
Warrenville, IL

Figure E2



Source: www.nearmap.com
Geneva, IL

Figure E3



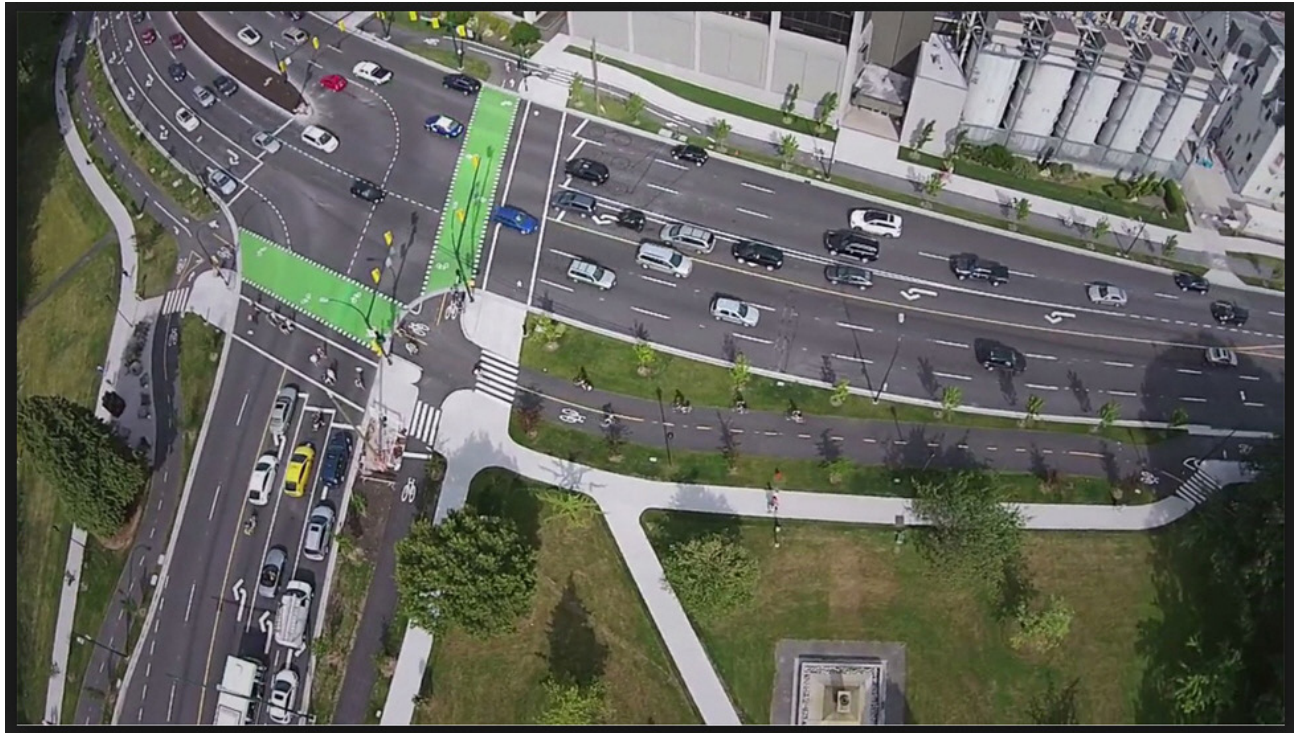
Source: www.nearmap.com
Orland Park, IL

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.

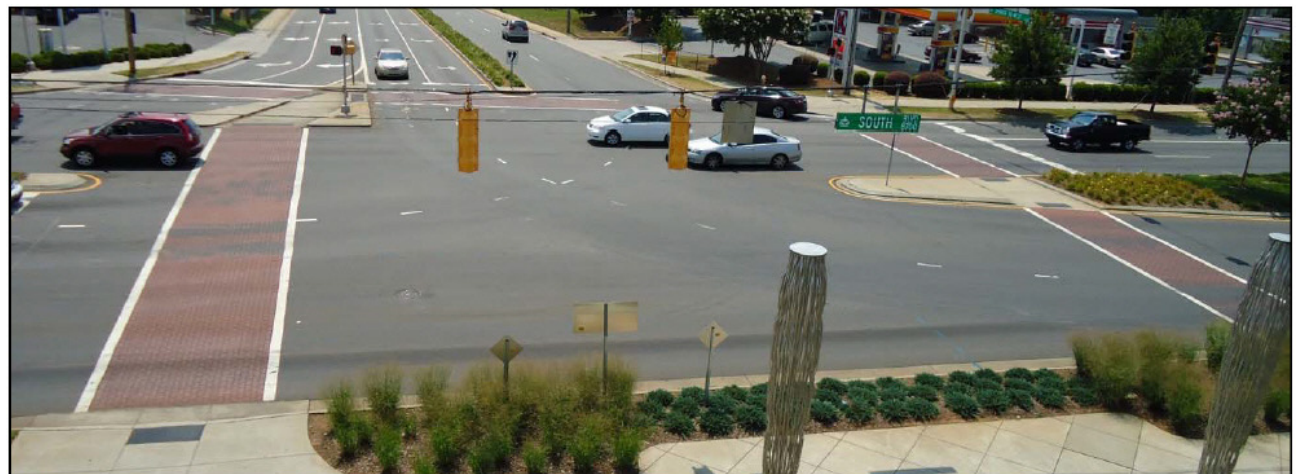


Figure 4.11. View of crosswalks from mounted camera height at the intersection of South Blvd. and Sharon Rd. W. in Charlotte, NC.

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/html/2009r1r2/intro/intro.htm>), the definitions 159 and 161 in Chapter 1A (<http://mutcd.fhwa.dot.gov/html/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.”

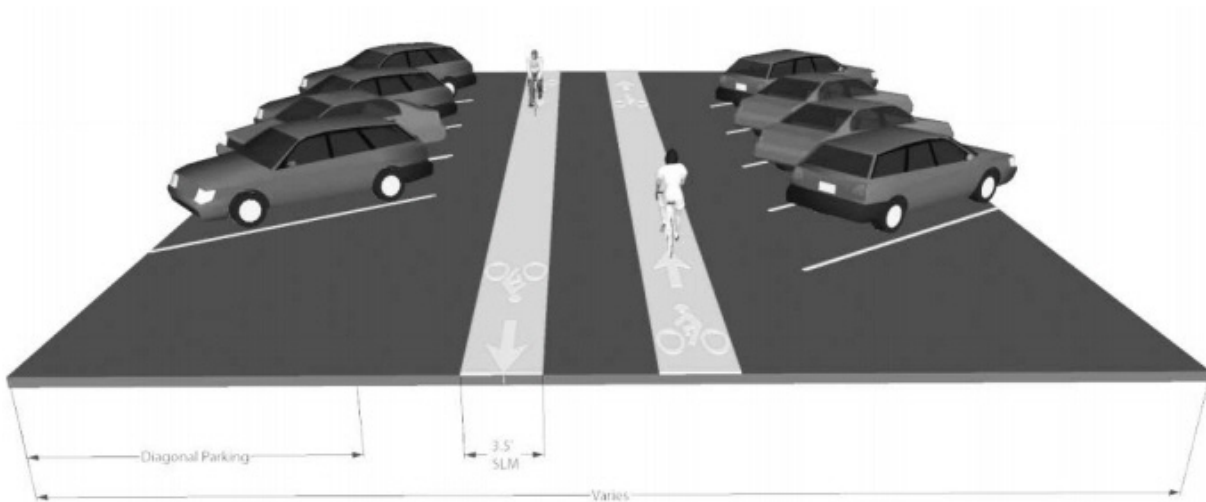
Figure F1 - Alternative 1



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



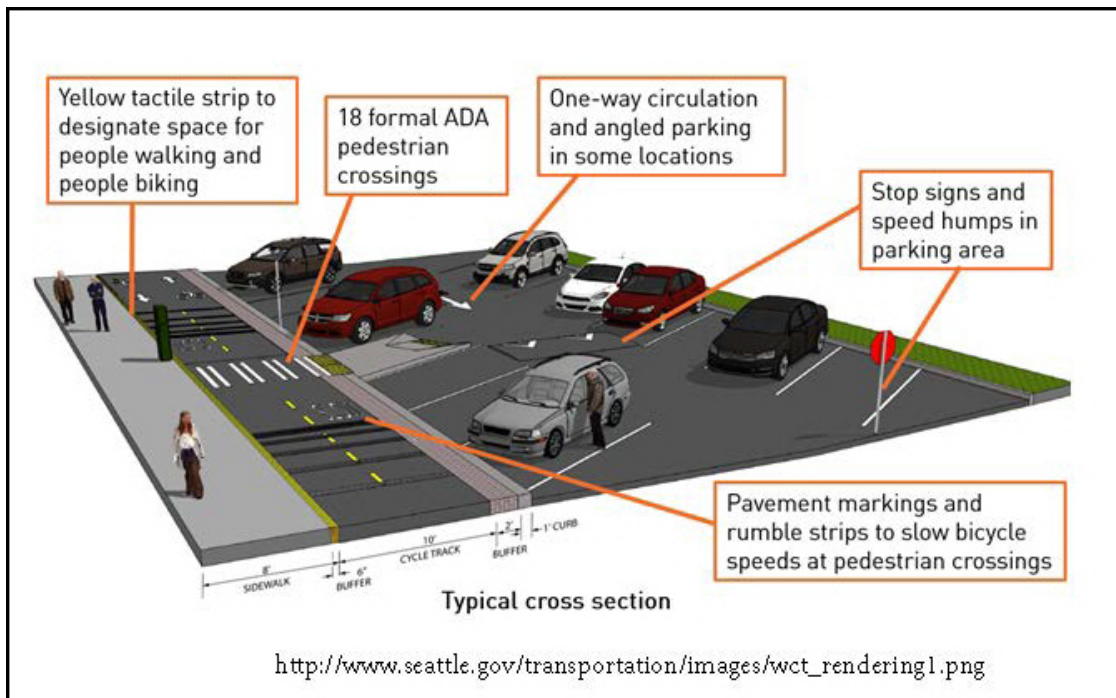
Sanibel Island, FL (courtesy of Jerry Foster)

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.

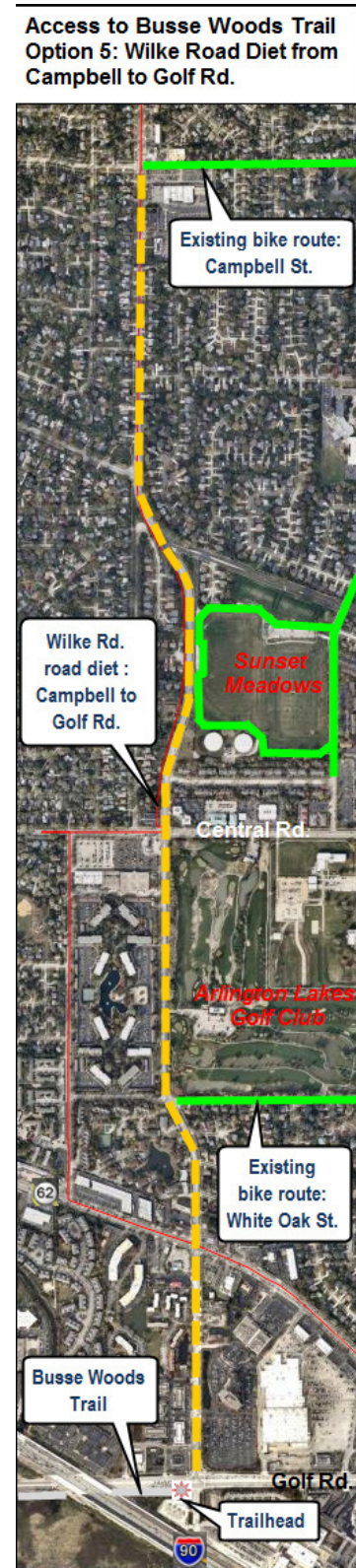
Alternative 2 (Figure F9) is similar to the preferred option (**Figure 35**). This routing involves the widening of the existing sidewalk along the east side of Wilke Road, between White Oak Street, which is an east-west framework bike route, and Golf Road. Currently, the last 1,100 feet of the sidewalk (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

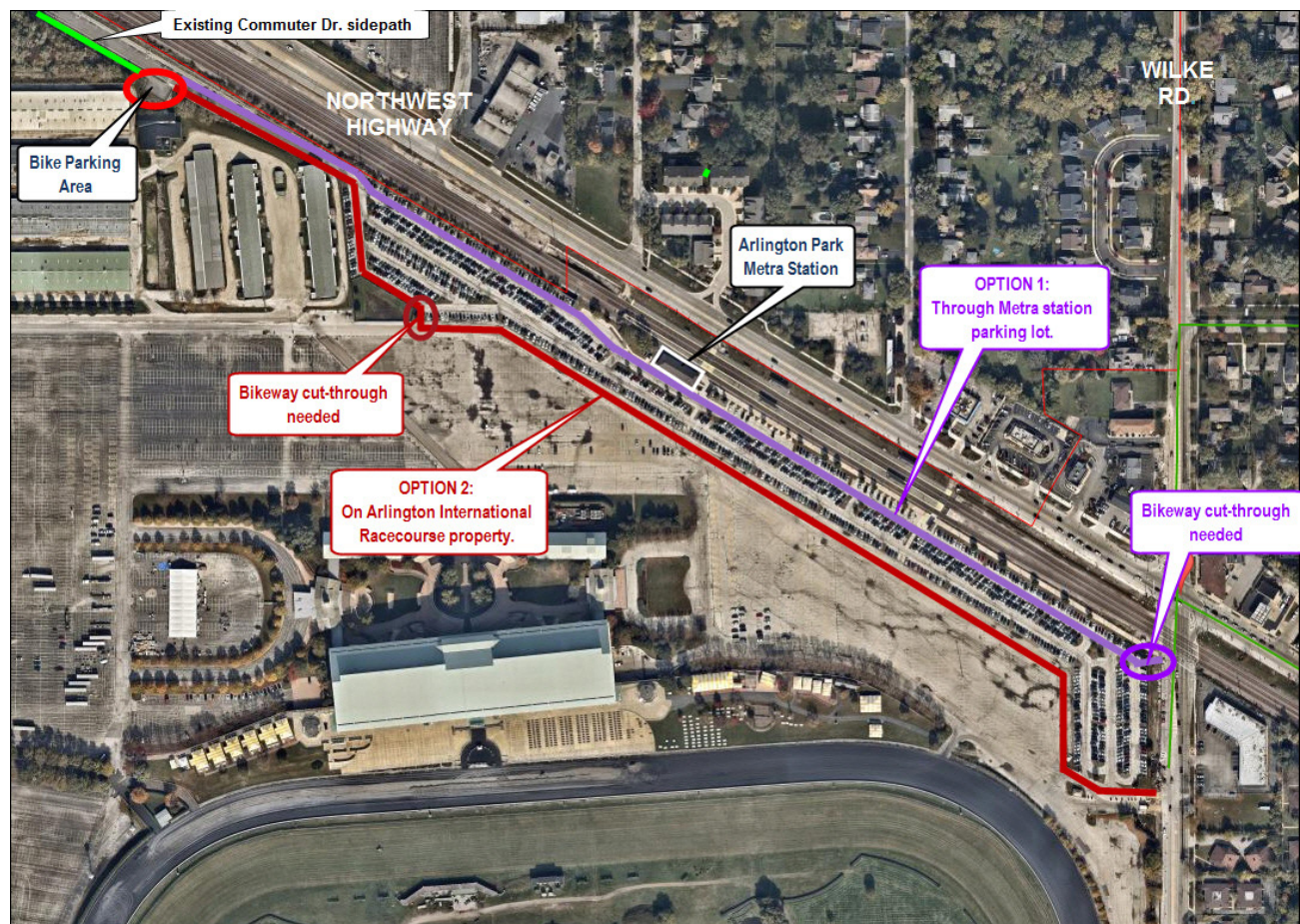


Figure F16 illustrates concepts for providing bicycle access to the Metra station. The project would also help activate and achieve synergy with two bicycle projects that the Village recently completed near the station, as well as an IDOT project currently underway to improve the intersection of Northwest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

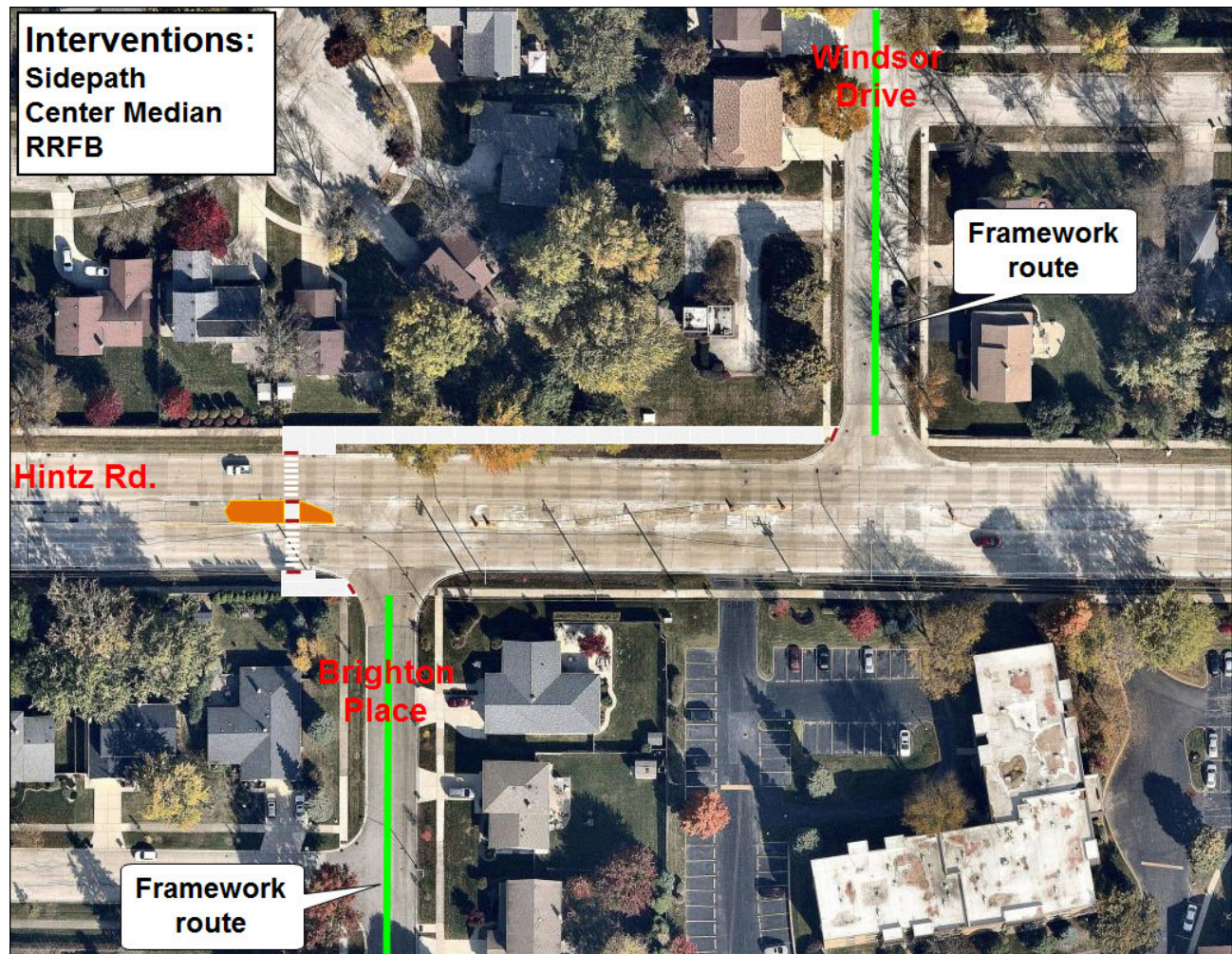


APPENDIX H

Hintz and Central Road crossings Alternative design concepts

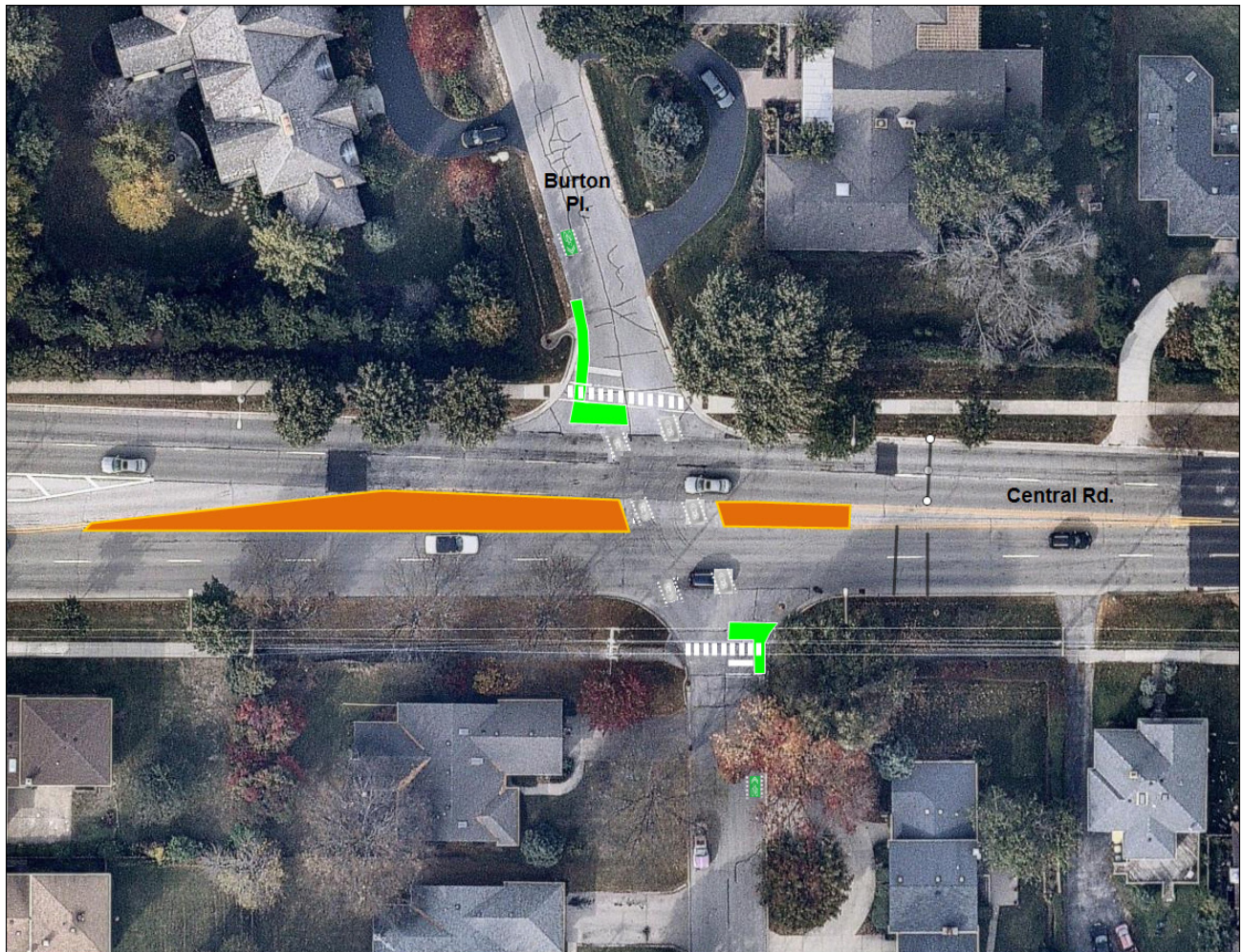
Examples of treatments utilizing short segments of sidepath, raised center medians, RRFBs, enhanced markings, signage, etc.

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

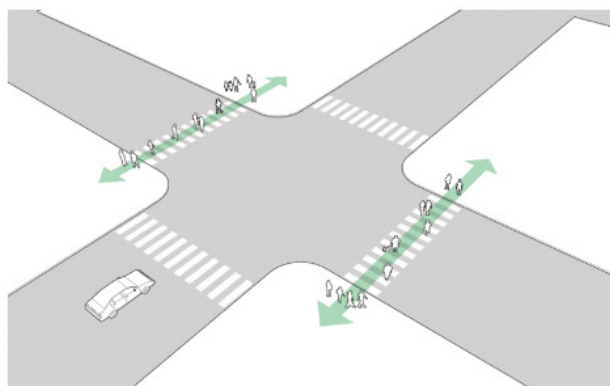
Signal timing adjustments designed to minimize conflicts between pedestrians and motorists.

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

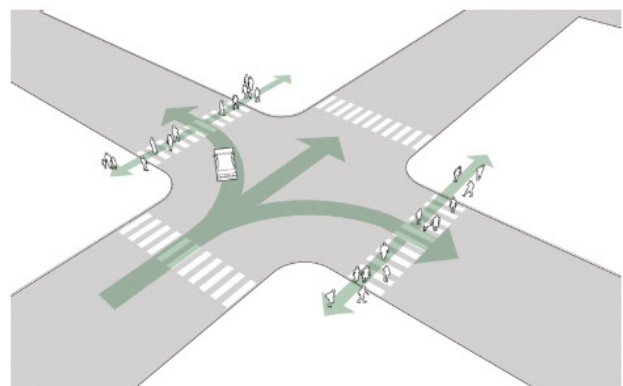
Figure 12

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.

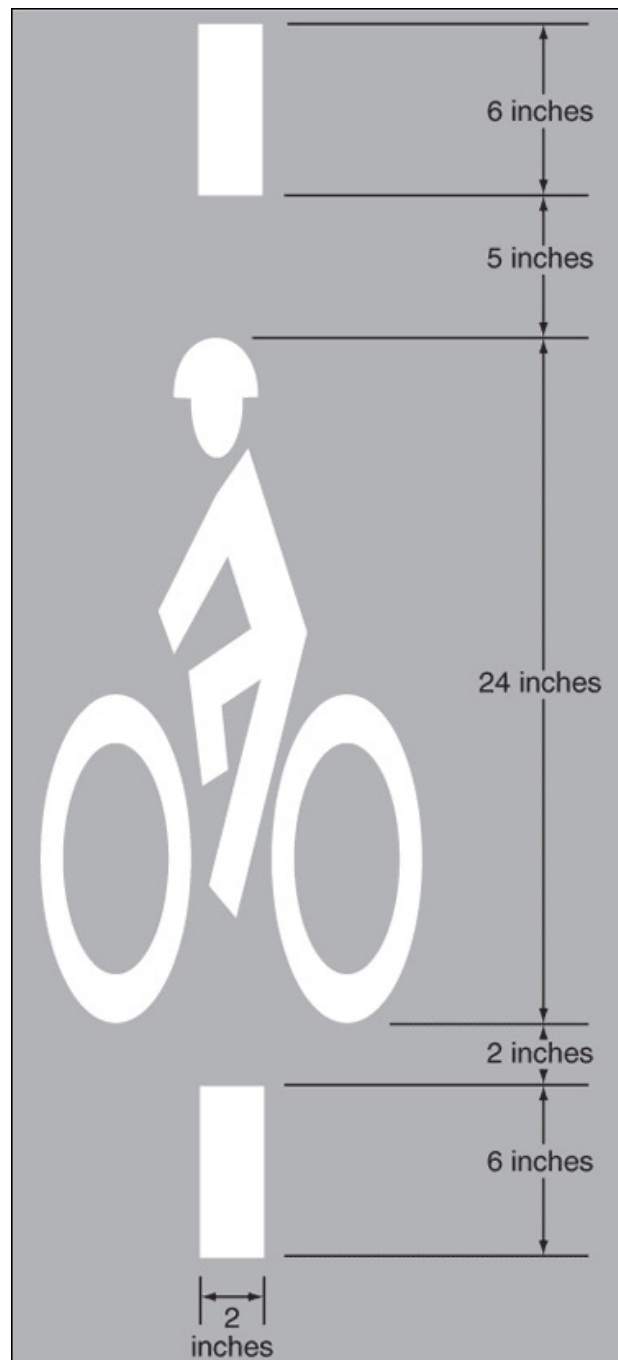
Illinois recently enacted a law, by which bicyclists and motorcyclists may treat stoplights like stop signs, after two minutes of waiting/not being detected. However, engineering solutions are safer and preferred.

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.

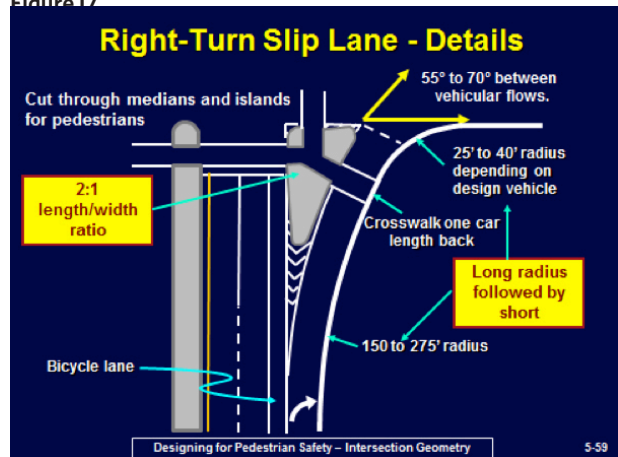
Pork chop islands are triangular raised islands placed between a right-turn slip lane and through-travel lanes. They channelize vehicular traffic and also provide a place where pedestrians (and bicyclists) can wait for a suitable gap in traffic or for the WALK phase of a pedestrian signal. When properly 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

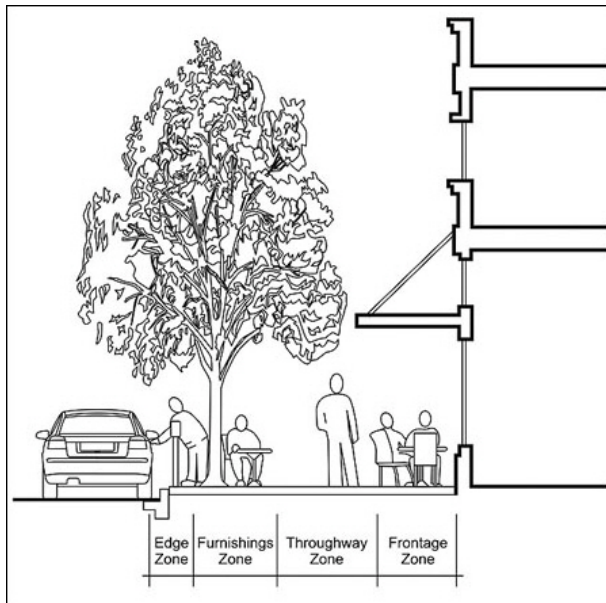
The Sidewalk Zone System is a tool that planners use to ensure that pedestrian ways function appropriately and meet basic Americans with Disabilities Act (ADA) requirements for a continuous, smooth and level sidewalk, free of obstructions. Under the system, it is easier to place ramps correctly and keep 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>.

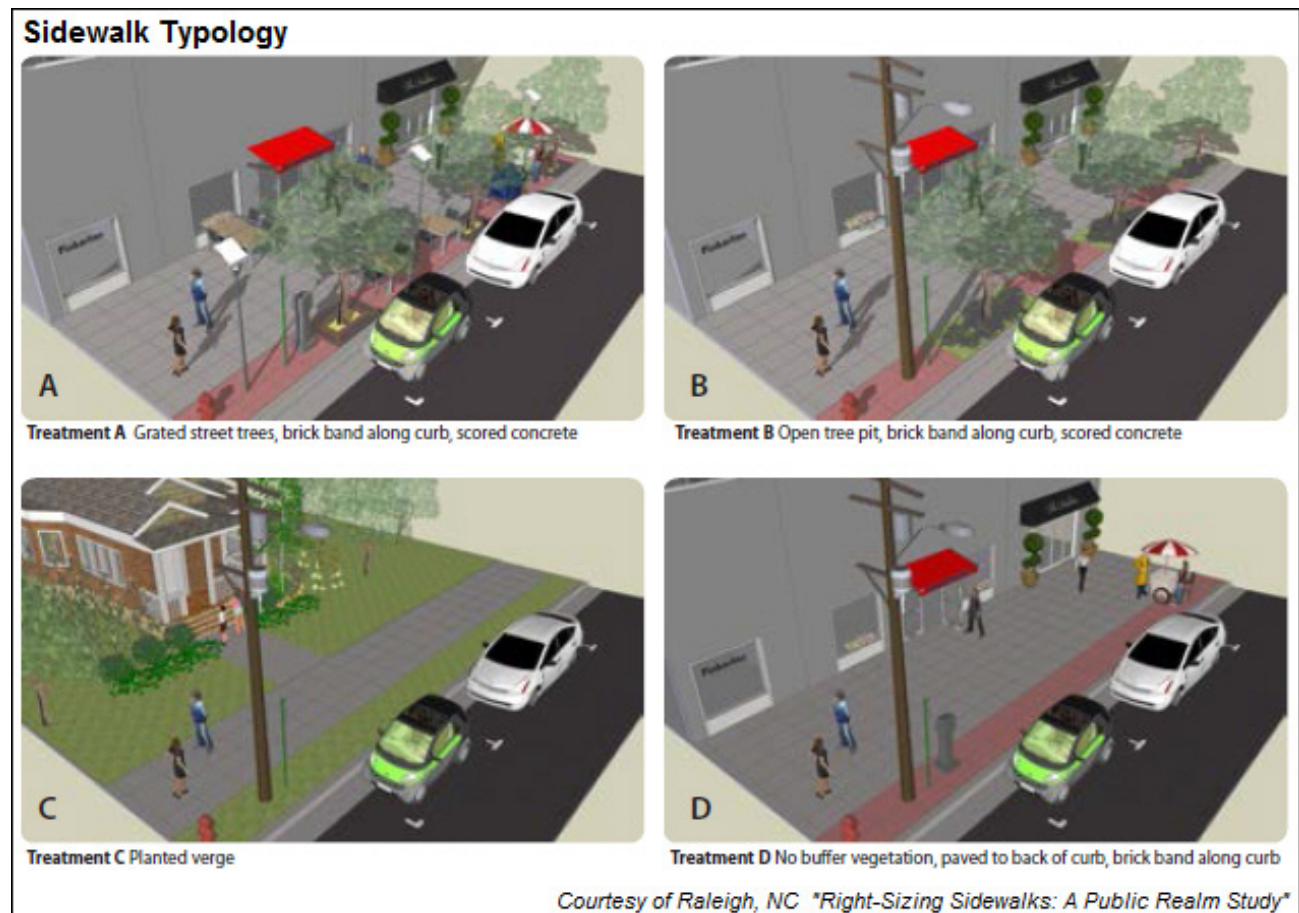
Figure J1



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

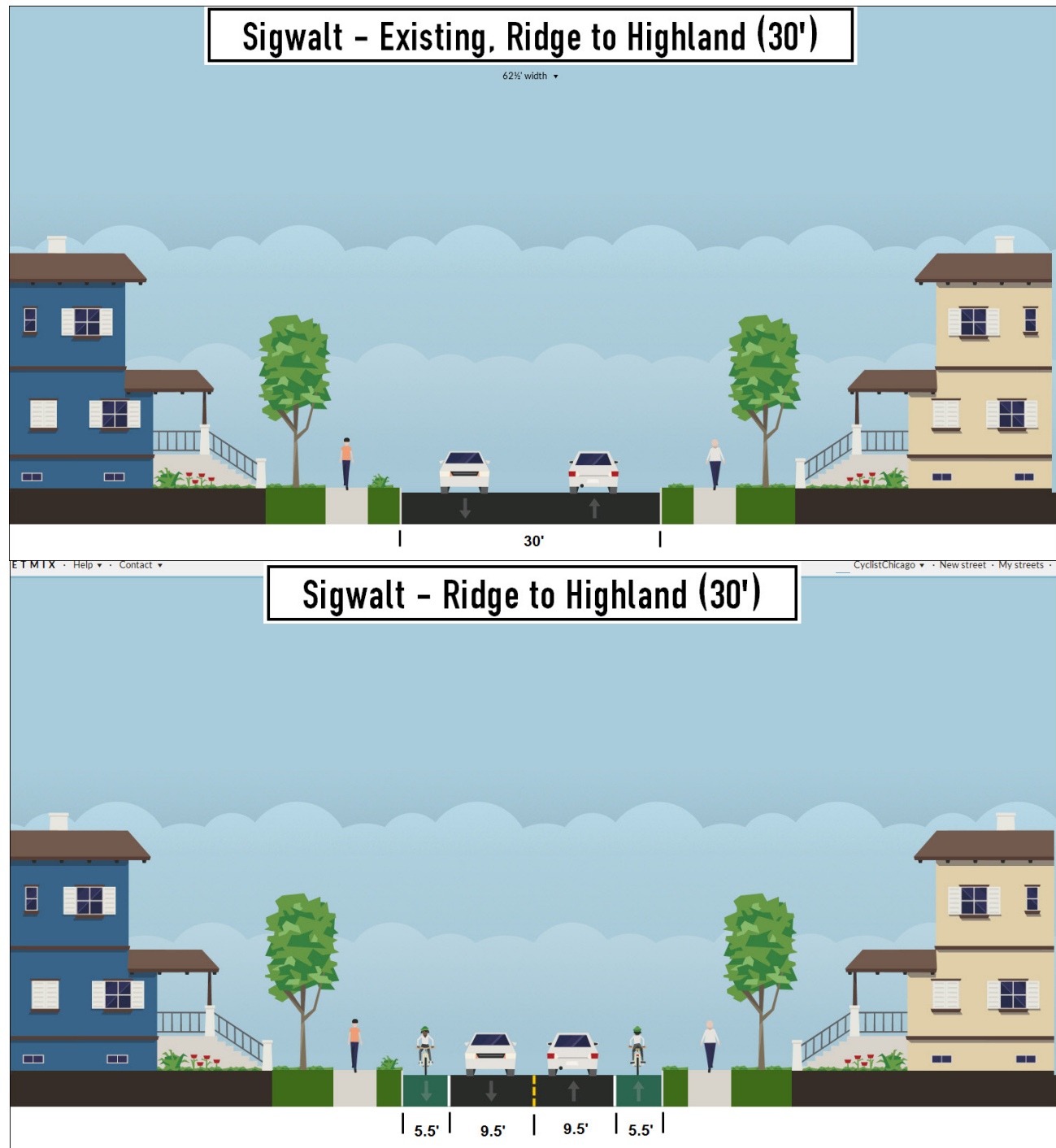


APPENDIX K

Additional facility type cross-sections

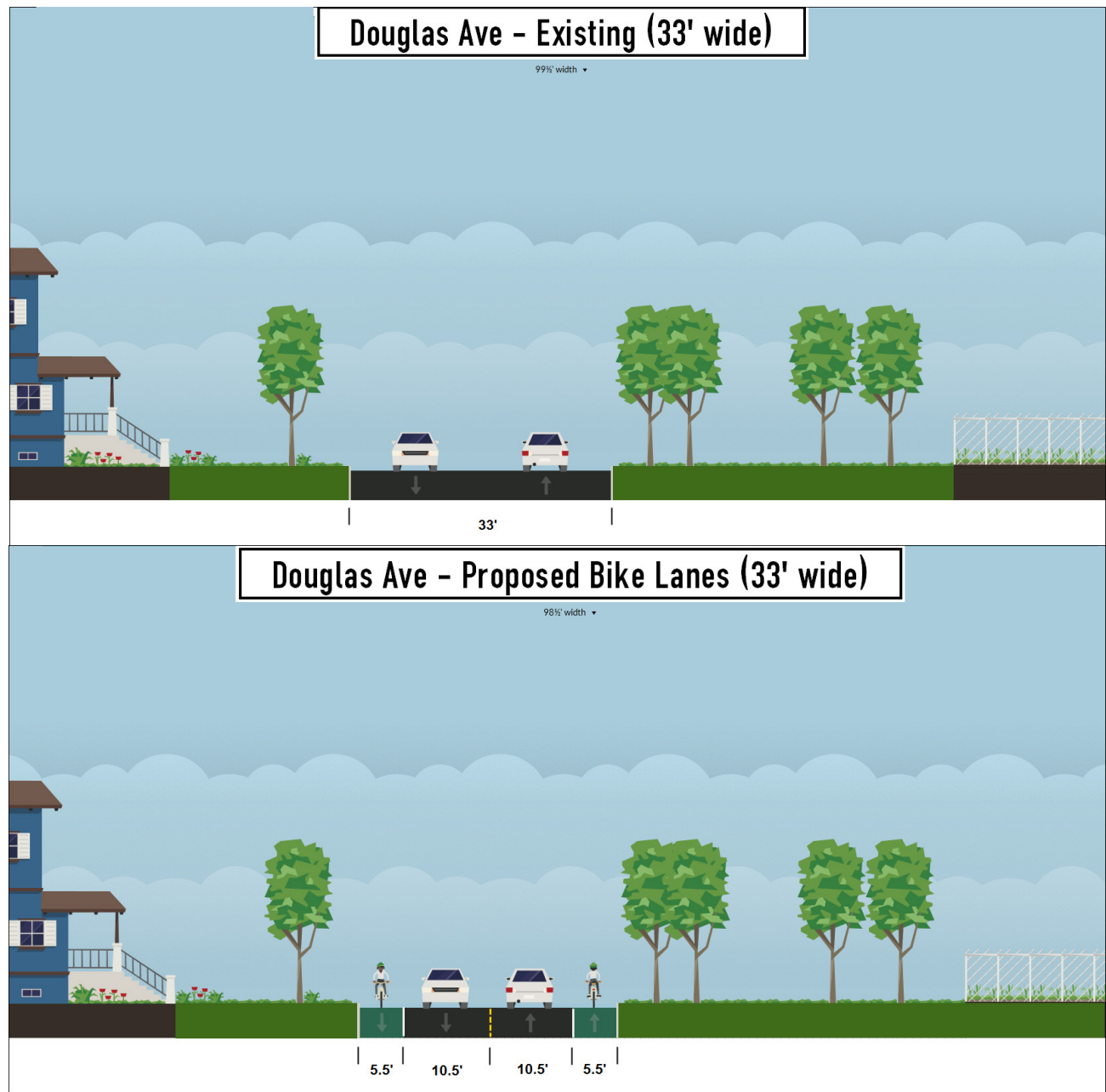
Traditional bike lanes (*Illustrative*)

Figure K1 - Sigwalt, Existing and Proposed



Source: www.streetmix.net

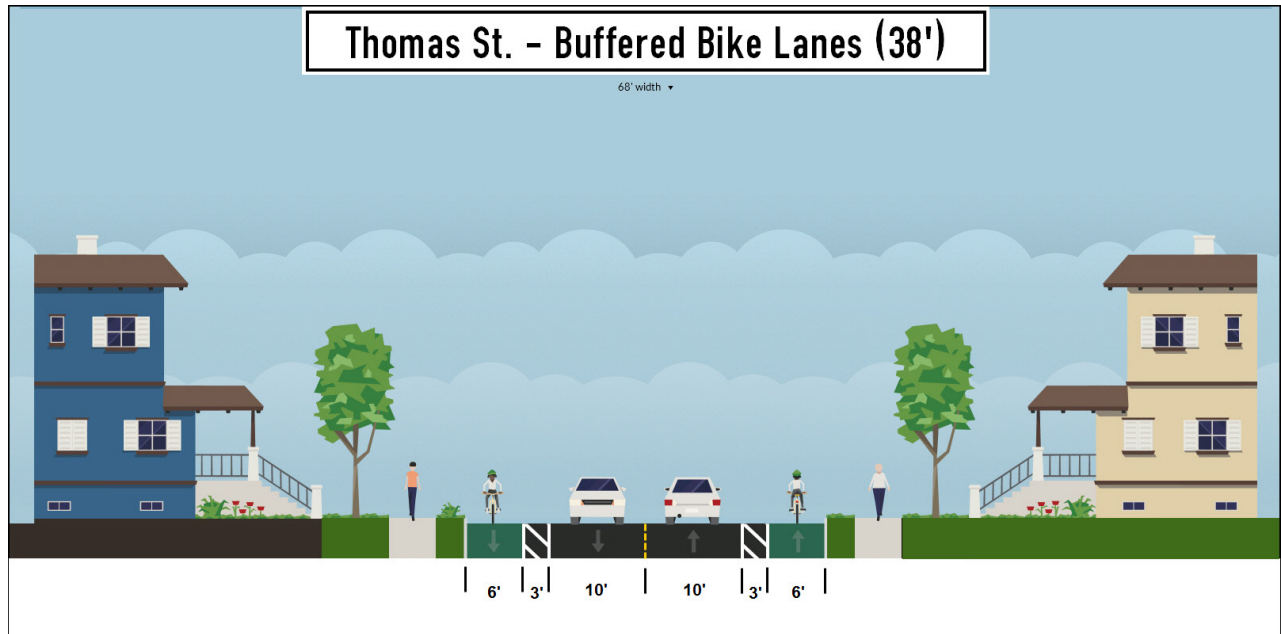
Figure K2 - Douglas, Existing and Proposed



Source: www.streetmix.net

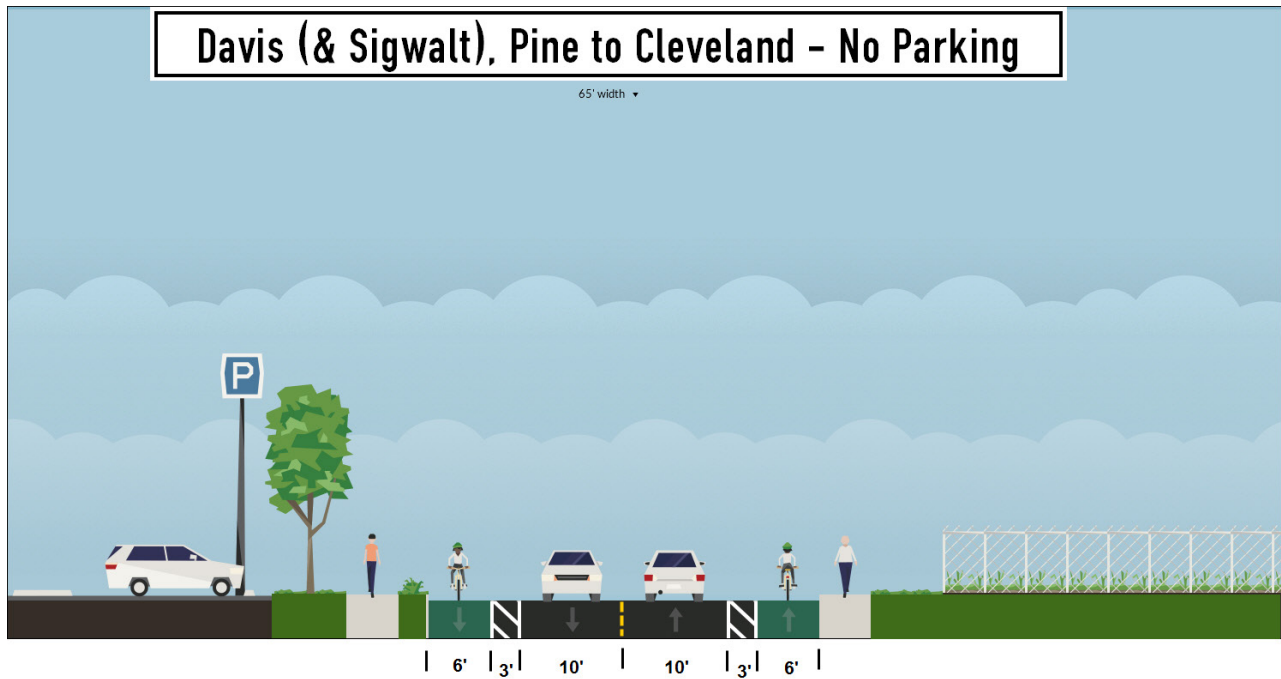
Buffered bike lanes (Illustrative)

Figure K3 - Thomas, Proposed



Source: www.streetmix.net

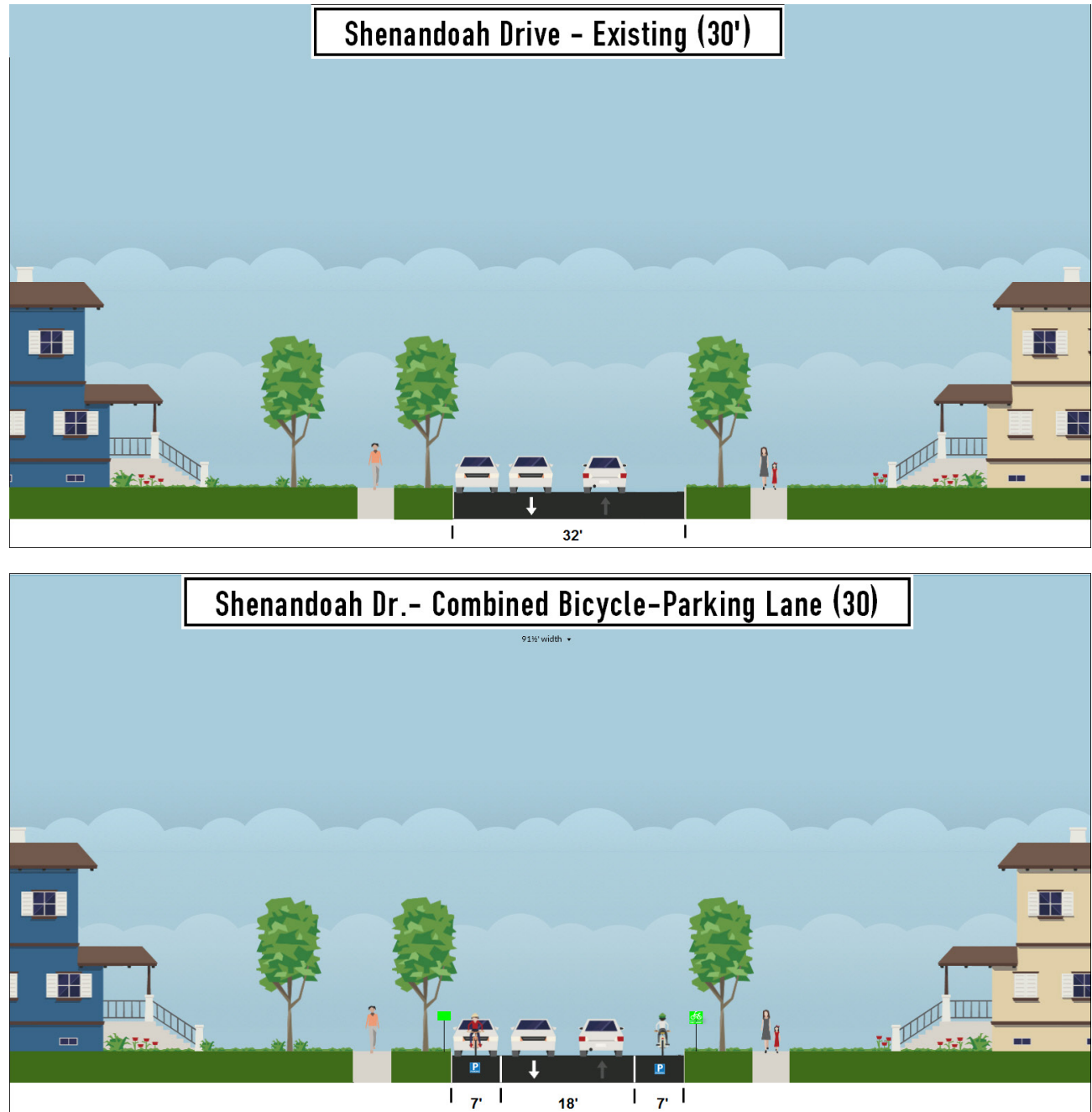
Figure K4 - Davis and Sigwalt (no on-street parking)



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)

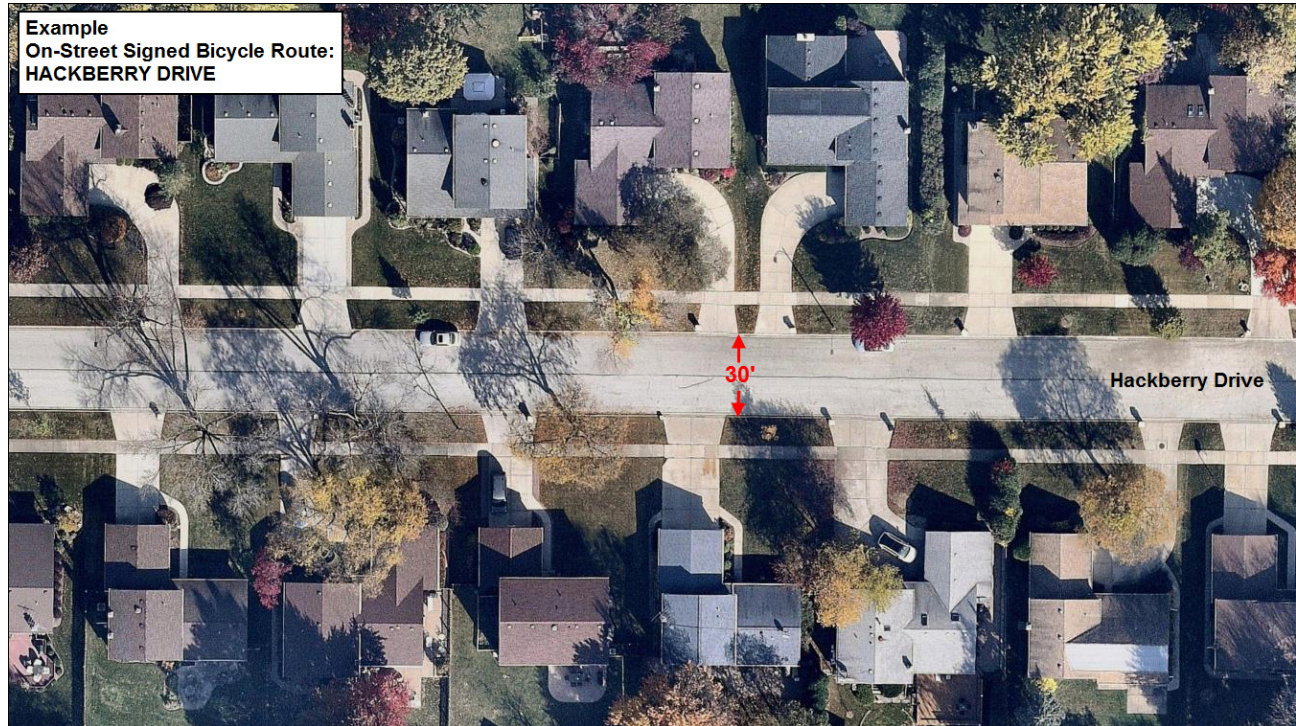
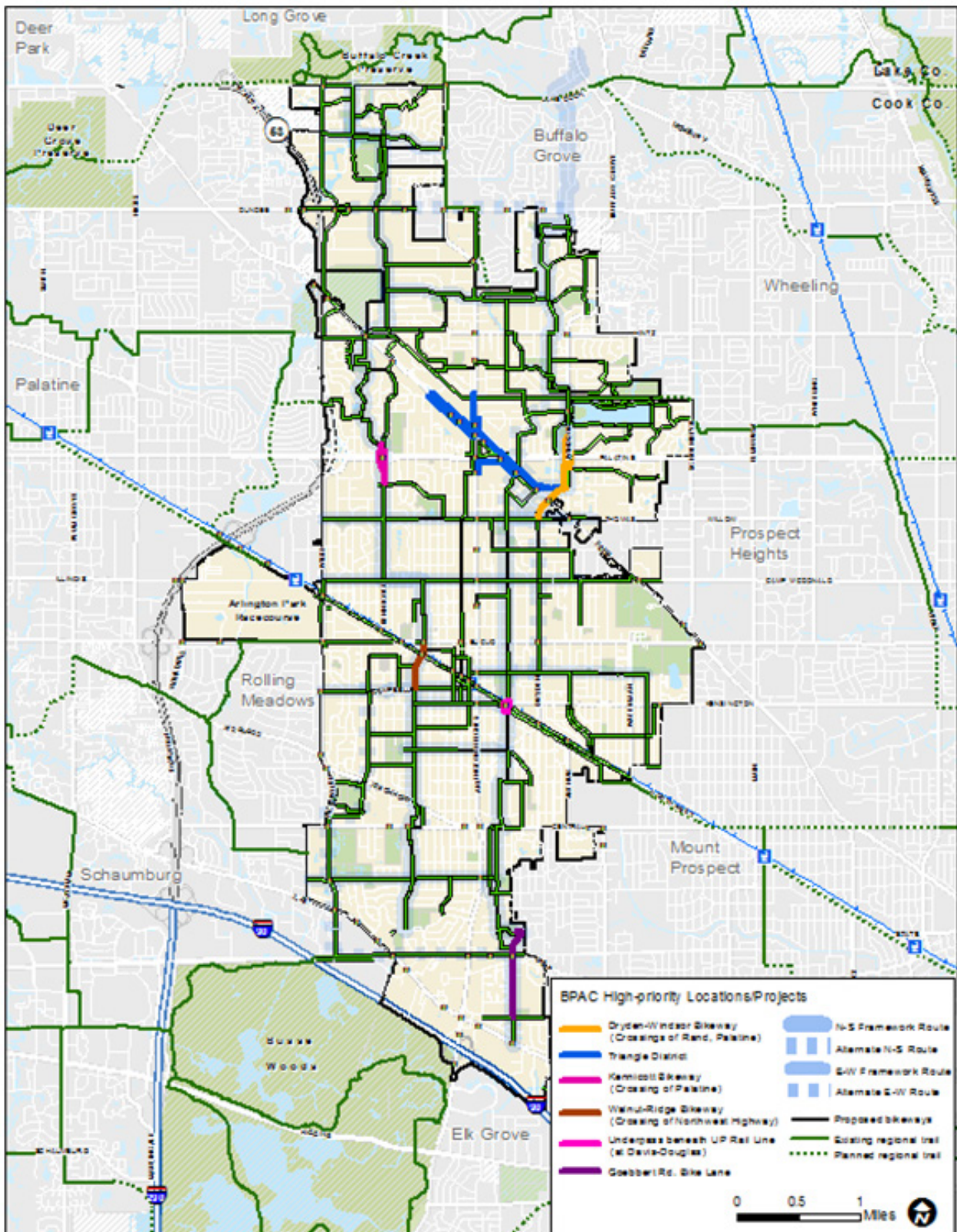


Figure K7 - Hackberry (local street, bike signage only, perspective view)



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

*Minutes of the Arlington Heights Bicycle and Pedestrian Advisory Commission
Thursday, April 20, 2017 in the Hanson Room at Village Hall*

COMMISSION MEMBERS IN ATTENDANCE:

Peter Szabo, Chairman
Dr. Michael Bagby D.C.
Paul Danko
David Easley
Juergen Juffa
Alan Medsker

MEMBERS ABSENT:

Michael Walczak

STAFF PRESENT:

Briget Schwab, Engineering Liaison, VAH

OTHERS PRESENT:

John O'Neal, Chicago Metropolitan Agency for Planning (CMAP)

RESIDENTS IN ATTENDANCE:

CALL TO ORDER:

A quorum being present, P. Szabo called the meeting to order at 7:36 p.m.

APPROVAL OF MINUTES:

J. Juffa moved to approve the Minutes of the Bicycle Advisory Commission Meeting from February 22, 2017. M. Bagby seconded the motion and the motion carried unanimously.

M. Bagby moved to approve the Minutes of the Bicycle Advisory Commission Meeting from March 14, 2017. J. Juffa seconded the motion and the motion carried unanimously.

CHAIRMAN'S REPORT:

- P. Szabo reported that he has been reviewing the 1989 and 1997 editions of the Bike Plan. In addition, he has been reviewing the Plan Commission and Village Board meeting minutes from when these plans were approved, as well as he is reviewing the Board Goals and how they relate to the updated Bike Plan. P. Szabo will share all documents with the BPAC.
- P. Szabo also discussed what goals from the 1989 and 1997 editions have been accomplished and which are still outstanding.

OLD BUSINESS:

- P. Szabo introduced the final draft of the Bicycle and Pedestrian Plan to BPAC. P. Szabo stated the final draft includes the Index and asked for any questions or comments. D. Easley stated that he was really impressed and pleased with the final draft and is proud to have contributed. J. O'Neal stated P. Szabo spent one and a half days in the graphics lab at CMAP to put together the Index and thinks he did a great job.

J. Juffa moved to approved the final draft of the updated Bicycle and Pedestrian Plan.

D. Easley seconded the motion and it carried unanimously.

- J. O'Neal stated that the open house has not been scheduled and is looking to set a date for an open house. He stated an open house is not required by law, but is good practice. He also offered that CMAP has a number of media contacts that would help get the word out for the open house and promote the Plan. J. O'Neal stated that since the document is in a finished form, the open house would be used to introduce and promote the Plan to the public. J. O'Neal proposed having the open house after the Comprehensive Subcommittee of the Plan Commission and before the Plan Commission Meeting. M. Bagby provided that after the public outreach meetings, residents were asking what would come of the information provided, so he likes the idea of informing them through an open house.
- J. O'Neal asked if the Plan Commission approves the Plan, and if that meeting is considered the Public Hearing. He also asked if it was recommended by the Plan Commission for adoption, would it just be on the consent agenda for the Village Board. B. Schwab stated the Plan Commission is the Public Hearing and they make a recommendation to the Village Board for adoption, but the Village Board makes the final decision. B. Schwab further explained that she was told it was project dependent on whether it was recommended for consent agenda, or needed further discussion at a Village Board meeting. B. Schwab said when the Comprehensive Plan was updated, there was a presentation also made to the Village Board and it wasn't just on the consent agenda. B. Schwab said we will know more as the process progresses, and will most likely depend on how many questions the Village receives regarding the Plan. J. O'Neal stated he typically sees a Bike and Pedestrian Plan in this region and around the country generally making people happy and are not seen as controversial. Additionally, he stated this isn't a specific project and it is only a plan, so more public outreach should be done for individual projects that could raise concerns for the public. P. Szabo thinks having the Plan available on the website for the public to review would be helpful. Additionally, P. Szabo is in favor of the idea of notifying the newspaper to promote and advertise the Plan. J. O'Neal stated he could post the final draft to the project website as another way to inform residents that the Plan is complete. B. Schwab stated it should have a disclaimer that it is pending approval from the Village Board. B. Schwab said it would be available on the Village's website as soon as the document is uploaded for the Subcommittee meeting that is scheduled for May 10, 2017. J. O'Neal stated that you typically don't see a lot of changes from an open house or even after the official Village meetings, and he anticipates hardly any on this plan due to the amount of time P. Szabo and the BPAC reviewed and commented throughout the process. P. Szabo agrees that he doesn't anticipate any major changes. J. Juffa stated the BPAC loves the Plan because of the major changes in streetscape and facility changes proposed throughout the plan, but that could be a cause for concern for others, so the BPAC should not attempt to anticipate the tone of any potential feedback.
- P. Szabo asked what is presented at an open house. J. O'Neal offered that there are typically three or four large foam boards that highlight the major images of the Plan and would be placed around the room. P. Szabo stated the open house meeting could make the case on why the Village should adopt this Plan and images chosen are vital in portraying the overall vision of the Plan. He continued that images could show that the vision is attainable, that it would make the Village a nicer and safer place to live. P. Szabo stated that the BPAC could work with CMAP on selecting the images to use. J. O'Neal stated the Plan goals, vision statement and major images would likely be used. The CMAP marketing

coordinator has already picked out what she thinks are interesting points in the Plan and J. O'Neal stated she is not a bicyclist or planner, so she is coming from a different perspective than BPAC. J. O'Neal offered that CMAP will also prepare flyers and postcards to advertise the open house which is similar to what was distributed for the outreach meetings. He also recommended that BPAC have a brochure or handout with highlights from the Plan, like buffered bike lanes, would be helpful.

- J. O'Neal inquired again if having the open house in between the Subcommittee meeting and Plan Commission meeting makes sense. P. Szabo tried to reach out to one member of the Plan Commission to find out what the process would be and what BPAC should do to prepare for the meetings, but has not connected with them yet. J. Juffa recommends knowing the Plan and reviewing the night before, so BPAC is prepared to answer questions. B. Schwab stated she would like to defer to Planning Department on when to hold an open house and will follow-up with everyone on Monday, April 24th. B. Schwab does not know the time frame in between the Subcommittee meeting and the Plan Commission meeting. B. Schwab did state that the open house meeting is not required, and since the public is going to have time to comment at the Plan Commission meeting since it is public hearing, she isn't sure it's necessary. Additionally, she stated that if the intent is to introduce and promote the Plan to the public, she thinks this can be accomplished with the three required Village meetings.
- J. O'Neal recommends that BPAC presents the Plan at the meetings, since this is the Village's Plan. P. Szabo is in favor of presenting. B. Schwab was informed by various Village Staff that the presentation should be kept less than ten minutes. M. Bagby asked who should attend the meetings. B. Schwab said at a minimum P. Szabo needs to be there, but is strongly encouraged to have all of BPAC there to show support for the Plan. J. O'Neal offered that there is a really great informational image of the various public outreach methods that were done during the development of the Plan. J. O'Neal provided a power point that P. Szabo could use to assist with putting together the presentation and offered for him to come to CMAP offices to work on the presentation with him.
- D. Easley thinks that CMAP can really help by sharing what other communities have already implemented with their plans.
- J. O'Neal stated CMAP will share the Plan with various entities which include PACE, IDOT, Forest Preserves, Metra, etc.
- B. Schwab thanked J. O'Neal and CMAP for all of their work on the Plan.
- J. Juffa presented a memo which D. Easley, P. Szabo, and he put together. The memo provides an overview of the Plan and how it ties into the goals of the Village's Comprehensive Plan that was updated in 2015.

D. Easley moved to approve the Memo with the subject "Bicycle and Pedestrian Plan" which introduced the Bicycle and Pedestrian Plan and recommends approval by the Plan Commission. A. Medsker seconded the motion and it carried unanimously.

- D. Easley reported that he has a mailing ready for residents on Evergreen Ave from Miner Street to Euclid Avenue to notify them of the Bike Arlington event and inform them of the road closure between Eastman Street and Saint James Street. D. Easley secured the food truck, "Mother Trucking Food", and there is no food or spending minimum. He also reported that the registration forms are all set up. Arlington Heights Memorial Library is publishing the registration and it is also on the Village website. The Village Cycle Sport will be available to provide mechanical support. D. Easley sent an e-

mail to the Arlington Heights Park District to borrow tables and chairs for day of registration, but P. Szabo stated that he has tables and chairs that BPAC can use. D. Easley inquired if there is money in the budget to make 10 yard signs to place at various parks around town. P. Szabo stated that the library has made posters for BPAC to place around town, and schools have published the event in their newsletters. B. Schwab is not sure if the Park District will allow it and will check the budget to see if there is money for yard signs. P. Szabo offered that his experience with yard signs is that they go missing. J. Juffa volunteered to help with set up the morning of the Bike Ride.

NEW BUSINESS:

- J. O'Neal shared that Rolling Meadows applied to Invest in Cook program for the Algonquin Road and New Wilke Road intersection. Rolling Meadows mentioned the side paths in the application, but had no connection to White Oak, so J. O'Neal provided comments that the connection should be made all the way to White Oak as part of this project.
- J. O'Neal also spoke about a proposed project in Lombard that is a two-mile four-lane road with 13,000 ADT that is proposing a 'Road Diet'. The new cross section is proposing bike lanes, two traffic lanes, with a center turn lane and mid-block crossing with rectangular flashing beacons. J. O'Neal thinks this is a great project for the Village of Arlington Heights to review, if they consider moving forward with a "Road Diet" on Windsor.
- B. Schwab stated the Village Arlington Heights submitted an Invest in Cook application for the Buffalo Creek crossing at Lake-Cook and Wilke Road. J. O'Neal said it was unclear if the Village was proposing to change out the gravel path within the forest preserve. B. Schwab did not think so because the forest preserve would not allow a paved surface on their property. B. Schwab stated that there would be a landing that is paved to a certain point, and then would turn into the limestone surface. J. O'Neal stated it makes sense to use the existing light at Wilke Road, but road bike riders have hard time riding on the limestone material and he would like to see a sidepath on the north side of Lake-Cook Road that makes a paved connection to Schaefer Road.
- The next meeting is to be determined.

ADJOURNMENT:

- **M. Bagby moved to adjourn the meeting. D. Easley seconded the motion and the meeting adjourned at 9:14 PM.**

APPROVED:

Chairman Date

Secretary Date

REPORT OF THE PROCEEDINGS OF

The COMPREHENSIVE PLAN SUBCOMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

May 10, 2017

Project Title: Comprehensive Plan Amendment – Bicycle and Pedestrian Plan

Petitioner: Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL

Requested Action:

- Amendment to the Comprehensive Plan adopting the Bicycle and Pedestrian Plan

Attendees: George Drost, , Chair, Plan Commissioner
Jim Tinaglia, Trustee
Joe Lorenzini, Plan Commissioner
John Sigalos, Plan Commissioner
Terry Ennes, Plan Commissioner
Bill Enright, Deputy Director Planning
Bridget Schwab, Civil Engineer, Engineering Department

Bicycle and Pedestrian Advisory Commission Members:
Peter Szabo, Chair
Jurgen Juffa, Commissioner
John O’Neil, Chicago Metropolitan Agency for Planning

Presentation

P. Szabo commenced the presentation of the proposed Bicycle and Pedestrian Plan, which was a three year process working with CMAP via a grant obtained through CMAP. The Plan includes a vision statement which is aspirational; improving safety of bikeways and crossings (outlined in Chapter 4 of the plan); and enhancing bicycling opportunities in the Village. A study by the League of American Bicyclists indicates that bicycling for commuting has increased 60% over the past 10 years, so the popularity of bicycling has increased.

J.Juffa indicated that the goals of the bike plan match up well with the goals of the new Village Comprehensive Plan and advances the issues such as safety and increased routes. The last plan was done in 1996 so this plan uses that plan as a starting point and then builds on that plan. This plan expands the bikeways network and provides alternatives for overcoming physical barriers. In particular access to Lake Arlington was reviewed as a priority for residents. The plan also includes expending education and awareness throughout the community.

COMPREHENSIVE PLAN – BICYCLE AND PEDESTRIAN PLAN

P. Szabo indicated that working with CMAP the BPAC conducted extensive community outreach including a 2 month community survey, and workshops and focus groups.

J. Juffa indicated that the plan identifies several destinations where the community indicated that they wanted to bike to, two of which were Lake Arlington and the commercial corridor at Palatine, Arlington Heights and Rand Roads. Also the Windsor/Palatine Roads intersection was identified by the community as a barrier to access Lake Arlington. The proposed plan includes Framework routes, 2 north to south and 6 east to west. These are primary routes to move about the community and represent the core of the proposed network.

P. Szabo added that there are several sidepath routes that include multi use trails. These routes are for recreational and commuting bicyclists. Access to Busse Woods was identified as an area to improve access. In addition there are several areas in the plan where there are gaps in the sidewalk network.

B. Schwab added that some of the recommendations are aggressive engineering solutions that would need further study. One area of focus is the Rand Palatine and Arlington Heights Road corridor to improve access.

G. Drost asked how are these improvements coordinated with infrastructure improvements?

B> Schwab indicated that Engineering already does coordinate bikeways and pedestrian improvements with roadway projects, and that would continue with adoption of this plan. Some recommended improvements are larger in scope and would need to be analyzed and funded separately.

B. Enright added that the Village is currently coordinating with the City of Rolling Meadows and a new bike path along Euclid Avenue.

J. Lorenzini asked if this plan was funded by a grant?

J. O'Neil indicated that this was plan was funded through a grant from CMAP. There was no dollar amount/limit to the grant but typically a plan such as this would cost about \$125,000 to \$180,000 to complete.

J. Sigalos indicated that this was a very nice plan, and asked if more bike racks at destinations would be included?

P. Szabo indicated that the BPAC has drafted a proposed bike parking ordinance that is being reviewed by the Plan Commission.

T. Ennes also complemented the BPAC and the plan and was very impressed with the plan and the efforts into the plan. He asked if there were any cost estimates included in the plan, specifically relating to the three primary areas where improvements are needed?

B. Schwab indicated that costs would be developed during implementation on a year to year basis. A lot depends on which alternatives are selected as the costs would vary.

COMPREHENSIVE PLAN – BICYCLE AND PEDESTRIAN PLAN

P. Szabo added that it is hard to project costs without more site specific data and the timing of when improvements are implemented. Some items could be added into roadway projects as they occur.

J. Tinaglia thought the plan was very good and will help during the CIP budgeting process as we would have a framework for what projects should move forward. These projects identified then be incorporated into other roadway projects as we will have many projects in the near future.

G. Drost asked who would be responsible for implementation of the plan?

B. Schwab indicated that primarily Engineering.

B. Enright indicated that this item would come before the Plan Commission in either June or July.

G. Drost indicated that the Subcommittee was very supportive of the Plan.

Meeting Discussion

The meeting adjourned at 7.05pm.

George Drost, Chair
Comprehensive Plan Subcommittee
Bill Enright, Recorder



Item: Bike Parking Ordinance - PC#13-011

Department: Planning & Community Development

Since its last appearance in front of the Ordinance Review Commission in May 2013, the Bicycle and Pedestrian Advisory Commission (BPAC) has been working to refine and further research the proposed Code amendment to Chapter 28, Section 11. The proposal is based on national best practices and existing examples from other municipalities in the region, as well as feedback from Village staff.

The following changes have been made to the proposed ordinance:
BPAC updated the formatting to allow for more specificity and a closer adherence with formatting found in similar Municipal Code.

BPAC has written this ordinance without direct reference to the motor vehicle parking ordinance to minimize confusion.

This ordinance will apply when a change in use results in the requirement for additional off-street motor vehicle parking as well as new construction.

When applicable, a maximum number of bike parking spaces were added to avoid unnecessary requirements.

The Planning Department is given discretion to allow for a lower number of bicycle parking spaces or no bike parking at all based on circumstances presented during the approval process of a new project.

The ordinance does not apply to the downtown area. The BPAC pursued this initiative to promote active transportation

ATTACHMENTS:

Description	Type
Engineering Staff Memo 5-18-17	Memorandum
Proposed Bike Parking Ordinance	Exhibits
Bike Racks Ordinance Applied	Exhibits
Bicycle Advisory Committee Minutes 3-14-17	Minutes
Ordinance Review Committee Minutes 5-24-17	Minutes

Memo

To: Ordinance Review Commission
From: Briget Schwab, P.E., Civil Engineer II
Subject: Draft Ordinance Section 28-11.18 Required Number of Bicycle Parking Spaces
Date: May 18, 2017

Since its last appearance in front of the Ordinance Review Commission in May 2013, the Bicycle and Pedestrian Advisory Commission (BPAC) has been working to refine and further research the proposed Code amendment to Chapter 28, Section 11. The proposal is based on national best practices and existing examples from other municipalities in the region, as well as feedback from Village staff.

The following changes have been made to the proposed ordinance:

- BPAC updated the formatting to allow for more specificity and a closer adherence with formatting found in similar Municipal Code.
- BPAC has written this ordinance without direct reference to the motor vehicle parking ordinance to minimize confusion.
- This ordinance will apply when a change in use results in the requirement for additional off-street motor vehicle parking as well as new construction.
- When applicable, a maximum number of bike parking spaces were added to avoid unnecessary requirements.
- The Planning Department is given discretion to allow for a lower number of bicycle parking spaces or no bike parking at all based on circumstances presented during the approval process of a new project.
- The ordinance does not apply to the downtown area.

The BPAC pursued this initiative to promote active transportation in our community, and to bring more people to new and existing Arlington Heights businesses and other community destinations. During the community outreach phase in the development of the proposed Bicycle and Pedestrian Plan, over 70 residents responded that lack of bicycle parking at a destination was a major barrier. Additionally, 56 map markers were placed throughout the Village indicating additional bike parking was needed which is significant given the wide range of topics to choose from. The Village currently has a great network of bikeways and has adopted a Complete Streets Policy requiring all types of

road users to be considered in the planning process; the next step is to provide places for cyclists to leave their bikes while shopping, having dinner, at a theater, etc. Adding bicycle parking is a low-cost and space-efficient way to add parking. The presence of available bike parking also serves as encouragement to bike to or stop at a business. Some destinations, such as the downtown Metra station, have numerous spaces and receive many cyclists. However, there are many destinations that have inadequate or no bicycle parking. A lack of bicycle parking can lead individuals to leave their bikes on the sidewalk, signposts, benches, or trees, creating unappealing and potentially harmful situations.

In our region, numerous villages have adopted similar bicycle parking ordinances. The Village of Skokie's ordinance, which served as a model for this ordinance was adopted in 2005. They have successfully worked with business through the plan review process and consider the ordinance to be working well. The Village of Schaumburg has required bicycle parking in new developments for decades. The Village of Naperville enacted a bicycle parking ordinance in 2006 and has reported successful implementation of their ordinance. The City of Elmhurst recently adopted a Bicycle Parking Ordinance which was strongly encouraged by their new Bike Plan. Schaumburg, Naperville and Elmhurst have all been designated Bicycle Friendly Communities by the League of American Bicyclists. The range of required spaces in all of the above ordinances are in line with the proposed ordinance for the Village of Arlington Heights and, upon adoption, should be enforced as is any other section of the Municipal Code by whichever department deemed appropriate by Village staff.

In addition to interviewing other communities, the BPAC applied the requirements to existing businesses to determine if proposed requirements were feasible. Also, the Engineering Department performed several bike counts at various locations to verify existing usage rates at businesses that currently have racks installed. Unfortunately, usage data in other communities is not collected and they were unable to report numbers.

At the BPAC's previous appearance before the Plan Commission and the Committee of the Whole, there were questions on the applicability of the ordinance to certain types of uses, such as gas stations. The Commission believes that all types of businesses should be subject to the ordinance, similar to motor vehicle parking zoning regulations. Each place of business, no matter how small or auto-oriented, has employees and customers who may choose to bike. Additionally, interior bicycle parking spaces provided for tenants or residents, while beneficial, should not qualify towards the requirements of the ordinance unless they are available to the general public.

It should be noted, that Village staff has supported this initiative and is currently encouraging developers during the plan review process to install bike racks under the original proposed ordinance and the Village has seen all businesses willingly comply, with some businesses exceeding the requirements. A table of these businesses is included with this memo.

11.8 Schedule of Bicycle Parking Requirements

Bicycle Parking (BP) is defined 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 Bicycle Professionals *Bicycle Parking Guidelines* handbook. The minimum number of required off-street BP spaces shall be determined using the guides 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

USE

REQUIREMENT

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

USE

REQUIREMENT

Amusement Device Arcades

One BP space for each 6000 square feet of floor area, minimum of two BP spaces

Automobile Service Stations

One BP for every 40 employees, minimum of two BP spaces

Banks

One BP space for each 6000 square feet of floor area, minimum of two BP spaces

Beauty Shops

One BP space for each 5000 square feet of floor area, minimum of two BP spaces

Bowling Alleys

One BP space for each 5000 square feet of floor area, minimum of two BP spaces, maximum of 12 BP

Dance Studios

One BP 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 12 BP

Health Clubs	One BP space for each 5000 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 6000 square feet of floor, minimum 2 BP spaces, maximum of 36 BP spaces
Offices - Medical or Dental Clinics	One BP space for every 4000 square feet of floor area, minimum 2 BP spaces, maximum of 12 BP spaces
Medical Center	One BP space for every 6000 square feet of floor area, minimum of two BP spaces, maximum of 12 BP spaces
Personal Trainer	One BP space for each 5000 square feet of floor space, minimum two BP spaces
Restaurant- Carry-Out	One BP space for each 6000 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 6000 square feet of floor area, minimum of two BP spaces, maximum of 24 BP spaces
Theaters (indoor)	One BP space for each 6000 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

USE

REQUIREMENT

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

USE

REQUIREMENT

Colleges & Universities	1 BP for every 20 employees and 2.5% of max enrollment
Community Centers	Spaces equal to 2% of capacity, minimum of two BP spaces
Churches	One BP for each 100 seats, minimum of two BP spaces
Day Care Centers	One space for every 100 children at maximum enrollment plus three spaces per every 40 employees, minimum of two BP spaces
Schools	1 BP for every 20 employees and 2.5% of max enrollment
Hospitals	One BP space for every 80 employees, minimum 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 equal in number to 1% of the capacity when capacity is >10,000 persons, 2% when capacity 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

<u>USE</u>	<u>REQUIREMENT</u>
Fraternities, Sororities, Dormitories	One 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 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.

If space is not available on a site to provide the required number of bicycle parking spaces, the Village may determine that fewer or no spaces be provided.

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.

Bicycle Parking Ordinance (if applied to recent developments)			
Development	Address	Bike Parking Required by Proposed Code	Actual Bike Spaces Provided
2020 E. Northwest Hwy Commercial/Culvers	2020 E. NWH	One BP space for each 900 square feet of floor area, minimum of two BP spaces, maximum of 24 BP spaces (4500 SF) = 5	12 spaces (2 racks 6 per rack)
Dunkin Donuts	1818 W Northwest Hwy	One BP space for each 900 square feet of seating area, minimum of two BP spaces (500 SF) = 2	3 spaces (1 rack)
Arbor Lane Townhomes	1605 E Palatine Rd	One BP space for every 10 dwelling units (16 units) = 1	0
BP Gas Station/Convenient Mart/ Car Wash	2250 S AH Road	One BP for every 40 employees, minimum of two BP spaces =2	6 spaces(1 rack 6 per rack)
PNC Bank	1800 N AH Road	One BP space for each 6000 square feet of floor area, minimum of two BP spaces = 2	2 spaces (1 rack)
Medical Office	1051 W Rand Rd	One BP space for every 4000 square feet of floor area, minimum 2 BP spaces, maximum of 12 BP spaces (18,800 SF) = 6	0
Arlington Crossings Townhomes	800-900 E Wing	One BP space for every 10 dwelling units (66 units) = 6	0
Transitional Care (TCM)	1200 N AH Rd	One BP space for every 40 beds (120 beds) = 3	0
Marianos	800 E NWH	One BP space for each 900 square feet of floor area, minimum of two BP spaces, maximum of 24 BP spaces (66,393 SF) = 24	24 spaces (4 racks 6 per rack)
Smashburger/Jersey Mikes	115 W Rand	One BP space for each 900 square feet of floor area, minimum of two BP spaces, maximum of 24 BP spaces (5100) = 6	4 spaces (1 rack)
Esplanade	Euclid/Salt Creek Ln	One BP space for each 900 square feet of floor area, minimum of two BP spaces, maximum of 24 BP spaces (17,700 SF) = 20	10 spaces (5 inverted U racks)

*Minutes of the Arlington Heights Bicycle and Pedestrian Advisory Commission
Tuesday, March 14, 2017 in the Hanson Room at Village Hall*

COMMISSION MEMBERS IN ATTENDANCE:

Peter Szabo, Chairman
Dr. Michael Bagby D.C.
Paul Danko
David Easley
Juergen Juffa
Alan Medsker

MEMBERS ABSENT:

Michael Walczak

STAFF PRESENT:

Briget Schwab, Engineering Liaison, VAH

OTHERS PRESENT:

RESIDENTS IN ATTENDANCE:

CALL TO ORDER:

A quorum being present, P. Szabo called the meeting to order at 7:37 p.m.

APPROVAL OF MINUTES:

J. Juffa moved to approve the Minutes of the Bicycle Advisory Commission Meeting from August 30, 2016. M. Bagby seconded the motion. P. Danko and D. Easley abstained since they were absent from the meeting. The motion carried unanimously.

CHAIRMAN'S REPORT:

- P. Szabo reported that the Arlington Heights Bike Club will hold the Ride of Silence on May 17th, 2017. This year's ride will be in honor of Joni Beaudry, whom was struck and killed on her bicycle last year in Mount Prospect at Central Road and Weller Lane. The route will be slightly altered to include the crash site.
- J. O'Neal updated P. Szabo that the Graphic Design staff will be completed with the main body of the Bike Plan by March 15th.

OLD BUSINESS:

- D. Easley reported he has a meeting with the Special Events Committee meeting with Village Staff on Thursday, March 16th for the May Bike Arlington ride. P. Szabo asked if B. Schwab has heard if the proposed dates have been approved, but B. Schwab did not. The Arlington Heights Memorial Library (AHML) contacted P. Szabo because their publicity deadline is approaching and wanted confirmation of the dates. Additionally, AHML had asked if registration was still being handled the same way and is awaiting confirmation to provide registration information in their newsletter. B. Schwab stated she thought it worked well, but will confirm that the Legal department is OK with the system. P. Szabo plans to use the same forms from

previous years and will handle updating the information and will provide to Legal for them to approve the forms. P. Danko has not heard back from Arlington Heights Park District yet. P. Szabo requested that P Danko follow-up with the Arlington Heights Park District in the morning.

- BPAC finished reviewing and updating the proposed Bike Parking Ordinance. BPAC reviewed each Use by comparing proposed requirements to existing businesses to determine if proposed bike parking requirements were realistic. The following changes were recommended:
 - Bowling Alleys – maximum of 12 Bike Parking (BP)
 - Dance Studios – Minimum of two BP and one BP for every 2% capacity
 - Furniture and Appliances – Max 12 BP
 - Motor Vehicle Sales – Max 12 BP
 - Offices – Business, Professional & Governmental – One BP per 6000 SQ FT with max of 36 BP and min 2 BP
 - Offices – Medical or Dental – One BP per 4000 SQ FT with max 12 BP
 - Medical Center – Max 12 BP
 - Personal Trainer – change to 5000 SQ FT
 - Restaurant – Carry out – change to 900 SQ FT
 - Restaurant – Sit Down – Max 24 BP
 - Retail – Not otherwise specified – Max 24 BP
 - Hospitals – One BP per 80 employees, min of 2 BP
 - Community Centers – Spaces equal to 2% capacity, min of 2 BP
 - Daycare – Change ‘students’ to ‘children’.
 - Public Utility and Public Services Uses – Remove from list
 - Recreational Facilities – BP spaces equal in number to 2% of capacity
 - BPAC agreed to list of Uses that do not require bike storage.
 - BPAC agreed to add language for multi-tenant commercial or industrial developments to combine parking which was in the first version of the proposed bike parking Ordinance.
 - BPAC agreed to add language stating the Director of Planning or designee may determine that fewer or no spaces be provided.
 - BPAC agreed to add language the parking in the downtown is not required except for Planned Unit Developments which will be determined by the Plan Commission.

M. Bagby moved to approve the Bicycle Parking Ordinance. J. Juffa seconded the motion and it carried unanimously.

- B. Schwab reported that the Planning Department is currently in the process of updating the entire Zoning Code and is planning to bring the Bike Parking Ordinance when the updated Parking Regulations section of the Zoning Code is brought forward to the Ordinance Review Commission. The meeting date would likely be in May 2017, but has not been confirmed.
- P. Szabo presented a memo he drafted on behalf of the BPAC to discuss their overall approval of the recommendations made by the Planning Department. BPAC approved the memo after suggested changes were made.
- P. Szabo requested to table the discussion on Bikeways Map until next meeting.
- B. Schwab reported that Walk Arlington project is progressing. B. Schwab put together route maps from various destinations throughout town that would be considered walkable. The Village Manager and B. Schwab selected 12 locations to

launch the project and will be looking for approval from the rest of the committee which consists of representatives from Arlington Heights Library, Arlington Heights Park District, Northwest Community Hospital, Chamber of Commerce, School District 25, and the Village.

NEW BUSINESS:

- The next meeting is tentatively scheduled for April 20, 2017 at 7:30 PM.

ADJOURNMENT:

- **D. Easley moved to adjourn the meeting. M. Bagby seconded the motion and the meeting adjourned at 9:02 PM.**

APPROVED:

_____	_____
Chairman	Date
_____	_____
Secretary	Date

REPORT OF THE PROCEEDINGS OF
The ORDINANCE REVIEW COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

May 24, 2017

Project Title: Chapter 28 Amendments – Bike Parking Ordinance

Petitioner: Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL

Requested Action:

- Chapter 28 Text Amendments: Bike Parking Ordinance

Attendees: Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Bill Enright, Deputy Director Planning
Bridget Schwab, Civil Engineer, engineering Department

Bicycle and Pedestrian Advisory Commission Members:
Peter Szabo, Chair
Jurgen Juffa, Commissioner
Alan Medsker, Commissioner
Paul Danko, Commissioner

Presentation

J. Juffa presented a power point presentation to the ORC. The BPAC conducted a community survey and three main inputs resulted from the over 1,000 respondents: 1) the lack of bike parking is a major barrier to biking in the Village; 2) 56 locations were identified as areas lacking bike parking; 3) 25% of respondents would like to see more bike parking at shopping and entertainment destinations.

J. Juffa went on to present that bike racks are a low cost alternative to additional auto parking. The BPAC made some estimates on who could potentially benefit from the bike Ordinance. Review demographics, there are 44,000 persons in the Village aged 20 to 65 that are within the age group who could be fit enough to use a bike. A survey from Portland indicated that about 8% of the population would be deemed enthusiastic bike users, those who would use a bike for more than just recreation. So 8% of 44,000 provide an estimate of who could benefit. Add into the numbers a percentage of Junior High and High School aged kids in the Village (4,800 students) and the total increases.

Other communities have a bike parking Ordinance in place and the BPAC reached out to them and obtained positive feedback on how their Ordinances have worked. In addition the BPAC looked at recent Village developments and 7 of 11 voluntarily provided racks at staff request. This indicates general acceptance of providing bike parking.

CHAPTER 28 AMENDMENTS- BIKE PARKING

J. Juffa indicated that the scope of the proposed Ordinance is limited to new developments and to new businesses that would increase the parking requirements for a site. Also the Director of Planning can exempt a business if there is no physical space for a new rack. The framework for the Ordinance is similar to that for auto parking as it uses the same use categories but at a lesser ratio per square foot. There is also a maximum cap on the number of spaces for larger uses. Downtown would be exempt for new businesses but new developments would require racks.

A map was presented that indicates where there is a need for additional bike parking. Two areas were identified through the community survey where the perception is more racks are needed: Downtown and the Rand Road/Palatine Road/ AH Road commercial corridor. The BPAC conducted a utilization study of existing racks and found that 56% were in use and 44% were not in use at the time of the observation. This is an indication that racks are used by the community. Images of various styles of rack were presented.

In addition the BPAC researched the cost of bike parking and if you include the concrete base and rack, each 2 bike rack costs about \$500. It is half that if the concrete pad is already present, which would be typical. Another study found the average cost total at about \$660. A 2013 count of the Village indicated that there are about 2,500 racks in the Village. Assuming a need of another 2,500, then the cost to install the additional racks would be \$625,000. This cost would be spread among the Village, Parks, private property owners/businesses over time.

Meeting Discussion

L. Jensen complemented the BPAC for the study but he thinks that if you double the racks in the Village, this Ordinance would not achieve the desired results. If the uses don't change in an area, then it could take a long time to meet the need.

J. Juffa agreed that it would take time to implement.

T. Ennes asked if the Village could look at ways to encourage adding bike racks in the areas that are needed but that could take a long time to implement. He cited downtown events as an example.

B. Schwab indicated that the BPAC has reached out to Frontier Days festival to have areas for bikes to park during events, and that we do have racks in the downtown garages for those events.

B. Green asked why the downtown is exempted from the Ordinance.

B. Schwab indicated that the Village controls the sidewalks and garages downtown and will place racks downtown where needed. We have a database of all racks downtown and monitor the situation. We don't want to have too many racks spread out downtown due to aesthetics and different users of the sidewalk.

B. Green added that he has an issue with imposing this requirement on private businesses. Also does it raise legal issues for businesses who provide racks for the public? Also if we are getting such a good response from developers now without the Ordinance, why not then keep it voluntary? If a business thinks they need a rack for their customers let them make that determination. Racks should be publically

CHAPTER 28 AMENDMENTS- BIKE PARKING

funded on public property. He also expressed concerns with the safety of autos and bikes on the same roadways and that bicyclists too often don't obey the rules of the road.

P. Szabo indicated that he didn't think this would be a legal issue as it's really no different than businesses providing auto parking for the public.

J. Juffa pointed out that this Ordinance is in consistent with the Complete Streets Policy adopted by the Village Board to encourage alternative modes of transportation. There are engineering solutions to any issues arising from bikes and autos using the same spaces.

B. Green asked how the utilization study was conducted where it was determined that about 50% of the racks were being used and 50% not in use at the time of the study?

B. Schwab indicated that the observations were taken at one point in time and when the BPAC estimated that the usage would be at peak times. Typically the locations were observed for 1 hour.

L. Jensen handed out a summary of his thoughts to the group. He thanked the BPAC for their work and thorough study but had concerns with implementation. He stated that he fully supports good bike infrastructure but that he views this as the responsibility of the Village to provide this important piece of infrastructure and that the Village should aggressively pursue implementation. He sees this as a public good and thus a public financial responsibility. This code amendment does not accomplish the desire to have more racks where they are needed. It would take years to have racks installed when the uses don't change very often. A better approach is for the Village to purchase the racks and work with the property owners to provide the racks where they are needed. This could be accomplished much quicker. This approach is a regulatory burden on businesses. He is supportive of the Village using public funds to implement, but not supportive of the proposed Ordinance.

J. Juffa asked how a public private partnership could work.

L. Jensen stated that the Village could approach the centers where we see a need for more racks per the BPAC study and survey, and the Village could offer to pay for the racks. This approach gets the racks where we need them and not where we don't need them.

B. Enright added that the Village has a Capital Improvement Plan process to seek funding for improvements. This is an item that could be requested for funding if seen as a public purpose.

L. Jensen felt that currently developers may feel coerced by the Village into providing racks.

B. Enright indicated that developers have not raised concerns with providing racks when asked and that they often already have racks in their plans.

J. Juffa added that the proposed Ordinance is a mechanism to implement the Complete Streets Policy.

P. Szabo added that if this was required by code, then it wouldn't be perceived as coercion or pressure from the Village.

J. Juffa asked why the Committee views the bike parking Ordinance different than auto parking?

CHAPTER 28 AMENDMENTS- BIKE PARKING

L. Jensen indicated that we already have the infrastructure in place for autos, whereas that infrastructure for bikes is not fully in place. In addition all uses will require auto parking whereas not all uses require bike parking from a practical standpoint. He reiterated that he supports the infrastructure, but not via more regulations and not via the Plan Commission process.

P. Szabo indicated that the parking ratios for bikes recognizes that the bike parking needs are less than auto parking, and the proposed Ordinance addresses that difference. In addition to bike parking being a public good, it also benefits the private businesses.

B. Green summarized that the three members of the ORC are just a portion of the full Plan Commission, but that the members present are not in support of the proposed Ordinance. All the ORC members complimented the BPAC on the report and efforts.

B. Enright indicated that this would be on the Plan Commission agenda in July with the Bikeways Plan.

The meeting adjourned at 7.45pm.

Bruce Green, Chair
Ordinance Review Committee
Bill Enright, Recorder

Comments on the Proposed Bike Parking Ordinance
Lynn Jensen
Ordinance Review Committee
May 24, 2017

Arlington Heights has embraced the goal of encouraging bicycling as an alternative mode of transportation. To support this objective, the Village has for some time also worked to encourage installation of bicycle racks. These are worthy goals and should be supported. Arlington Heights should have a robust bicycle parking infrastructure that meets current and projected future needs. An important step in achieving these goals is development of the report, the *Village of Arlington Heights Bicycle and Pedestrian Plan*.

The recommended approach in this report for building the parking infrastructure seems to be:

- Develop a comprehensive bicycle parking plan (displayed on a map)
- Do a comprehensive inventory of existing parking spaces (displayed on a map)
- Determine the extent and nature of the parking space shortfall
- Develop an action plan for correcting that shortfall
- *Use the Plan Commission's petitioning process, with the new proposed ordinance changes, to require installation bicycle racks throughout the village*

The first four steps are the essence of a coherent planning and execution process. The final step, however, puts the *Village into a regulatory, command-and-control and enforcement role* that forces private entities to install and pay for the placement of bicycle racks. This approach is reflected in the proposed *Schedule of Bicycle Parking Requirements*.

I am opposed to these text amendments on philosophical as well as pragmatic grounds. Building this parking infrastructure *for the general benefit of the village's residents* turns this endeavor into a straightforward public finance issue that involves a public good or service.¹ Public goods or services are usually provided by a governmental entity and paid for with public funds.

Use of bureaucratic rules, such as those embodied in the proposed *Bike Parking Ordinance*, is the antithesis of sound planning. This approach will inevitably lead to a piecemeal, patchwork bike parking infrastructure that will fail to adequately meet the needs of the village's residents and be built in one of the least cost-effective ways over a long time frame.

On pragmatic grounds, it is inappropriate to use the petitioning process of the Plan Commission as a principal means to implement an action plan for improving the village's bicycle parking infrastructure. There is no obvious connection between the location of proposed new construction and the optimal placement of bike racks.

¹ A public good is an item consumed by society as a whole and not necessarily by an individual consumer. Public goods are financed by tax revenues. All public goods must be consumed without reducing the availability of the good to others, and cannot be withheld from people who do not directly pay for them.

A likely outcome of adopting these ordinances is that the bike parking infrastructure will be:

- Over-built for a relatively small number of users
- Suboptimal in distribution, with too much parking in some areas and too little in other areas
- costlier than need be
- paid for by the equivalent of an arbitrary and capricious tax on a select few individuals as opposed to financed more equitably by the larger Arlington Heights community.

An alternative to the regulatory approach embodied in these proposed ordinances is to treat the building out of our bike rack infrastructure as the public finance issue it is. In this approach, the *Village serves as the active change agent and general contractor* for the benefit of the whole community (see Appendix A). This approach is much more likely to produce a desired outcome: the optimal number and distribution of bike racks to meet the needs of village residents, developed in the most cost-effective manner, with the costs born appropriately by village residents as a whole.

For these reasons, I cannot support these text amendments on bike parking ordinances to the village code.

Appendix A: A Public Finance Approach to Building Out Arlington Heights' Bike Rack Infrastructure

An alternative to the regulatory approach embodied in the proposed Bike Parking Ordinance is for the *Village to serve as the change agent and general contractor* for the benefit of the whole community. The Village should build out the bike parking infrastructure in phases, as the needs and funds permit. The phases would be:

- Improve the bike parking facilities on public property (e.g., governmental facilities, parks, libraries) according to the comprehensive plan.
- Install, consistent with the comprehensive bicycle parking plan, new or improved bike parking facilities on existing private property through a process of negotiation over the placement, with the Village bearing the installation cost.

When biking and bicycle racks are consistent with the business model of a petitioner who comes before the Plan Commission, the racks should be installed at the petitioner's expense. When biking and bike racks are consistent with the comprehensive plan, but not necessarily consistent with a petitioner's business model, the Village should enter in to discussions with the petitioner concerning placement of a bike rack on that private property at the Village's expense.

Appendix B: Clarification on Why the Bike Rack Ordinance Should Not Be Modeled after an Automobile Parking Ordinance

At first glance, it might seem that the type of ordinances governing automobile parking spaces should apply to bicycle parking. This is an invidious comparison. Whenever a structure or facility is built—whether it be residential, commercial or industrial—the activity housed in that facility will, with a very high probability, generate automobile traffic since that is the primary mode of transportation for most people in most cases. The Village builds and maintains the streets and related traffic equipment and pays for them with Village funds. We have enough experience with these kinds of situations that we can determine the most likely amount of additional parking spaces that will be needed. Since the petitioner has the right, in most cases, to treat those parking spaces as private property to be used only by himself and his customers, it is appropriate that a petitioner build and pay for the additional parking his facility generates.

For the most part, bikes racks would not be viewed as private property, but rather would be intended for general public use, unless they are specifically separated from general public access. With bicycle parking, we cannot estimate with much certainty the amount of bike traffic the facility will generate, but we know it will be relatively small. In the case where the racks are for public use, the Village should install and pay for them. In the case where the racks are restricted for private use, the petitioner should install and pay for them.⁰⁹

