



Agenda
Village of Arlington Heights
Bicycle and Pedestrian Advisory Commission
Commissions Room
33 S. Arlington Heights Road, AH 60005
March 6, 2023
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Minutes of February 9, 2023

IV. REPORTS

- A. 2023 Village Bicycle & Pedestrian Projects/Grants
• Update by Staff

V. OLD BUSINESS

- A. May 20, 2023 Community Bike Ride
• Event details and assignments

VI. NEW BUSINESS

- A. Feedback to the Village Board
• Provide feedback to the Village Board on what the BPAC believes are important issues that should be considered for their upcoming Strategic Priorities process for 2024-2025 - Discussion and motion requested.

VII. OTHER BUSINESS

VIII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact Erin Mercado, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, emercado@vah.com or (847)368-5793.



**Bicycle and Pedestrian Advisory Commission
3/6/2023**

Item: Minutes of February 9, 2023

Department: Public Works

ATTACHMENTS:

Description

Minutes of February 9, 2023

Type

Agreement

***Minutes of the Arlington Heights Bicycle and Pedestrian Advisory Commission
Thursday, February 9, 2023 in the Commissions Room at Village Hall***

COMMISSION MEMBERS IN ATTENDANCE:

Charlotte Obodzinski, Chairman
Paul Danko
David Easley
Juergen Juffa
Richard Lenski
Lyn Sakata
Dr. Jay Virchow

MEMBERS ABSENT:

STAFF PRESENT:

Briget Schwab, Engineering Liaison, VAH
Sergeant Russell Mandel, Police Department, VAH

OTHERS PRESENT:

RESIDENTS IN ATTENDANCE:

Pete Schmelzer, President of the Arlington Heights Bicycle Club
Ford Sakata, Member of the Arlington Heights Bicycle Club

CALL TO ORDER:

A quorum being present, C. Obodzinski called the meeting to order at 7:30 p.m.

APPROVAL OF MINUTES:

L. Sakata moved to approve the Minutes of the Bicycle Advisory Commission Meeting from May 11, 2022. D. Easley seconded the motion and the motion carried unanimously.

REPORTS:

B. Schwab provided an update on the various bicycle and pedestrian infrastructure projects that are currently in process. A full report with the status of each project is attached to the minutes.

D. Easley was happy to hear the Windsor Road Diet – Phase I is still underway. He asked what the proposed design through the intersection of Palatine will look like. B. Schwab stated that the proposal is to have high-visible marked bike lanes through the intersection along with separate pedestrian crosswalks. The design also includes adding pedestrian signalization, crosswalk, and marked bike lane on the west leg of the intersection. B. Schwab stated that while Phase I is moving along, the project still has a long way to go. C. Obodzinski asked when the project will go out to bid for construction. B. Schwab stated that the resurfacing portion of the project received STP funding for construction expenses in the Federal fiscal year 2026, but the pedestrian and bicycle improvements through the corridor are not currently funded. B. Schwab stated the Village has applied for the ITEP grant and will be submitting a grant application for CMAQ funds. The ITEP grant has not been awarded yet but should be soon. The CMAQ grant just opened the call for projects and the Engineering Division will submit at least two applications for bicycle and pedestrian projects, however, awards will not be announced until later this year.

B. Schwab reported that the BPAC's recommendation to stripe combined bike and parking lanes along White Oak St was completed this past summer as scheduled. Overall, the Village has received positive feedback. However, there was at least one resident that was not in favor of the pavement markings. This

resident voiced concerns that the pavement markings gave the neighborhood a more commercial feel rather than a suburban one.

J. Virchow inquired about the proposed two-way mirrors that were going to be installed in the underpass. B. Schwab reported that she provided the information to staff in the summer of 2022 and will follow up on when they will be installed.

OLD BUSINESS:

Community Bike Ride June 4, 2022 – Recap of Event

C. Obodzinski thanked everyone for their efforts on the June 4, 2022 Community Bike Ride. Sgt. Mandell stated that about 275 people preregistered and about 225 to 250 actually attended the ride. J. Juffa along with the rest of the BPAC gave extra thanks to all the efforts Sgt. Mandell and his team put in that made the event so successful. Sgt. Mandell stated that he is happy to help on the future rides but would need the BPAC to be more involved in the planning and organization of the details of future rides and is happy to share his list of contacts with the BPAC. Sgt. Mandell stated they will still have officers leading the ride and the Arlington Heights Police Department (AHPD) would still be an integral part of marketing and advertising the event; however, securing vendors, securing the permit, and other details would need to be done by members of the BPAC. Sgt. Mandell was happy to have all the AHPD bikes at the ride and the officers all enjoyed the event as well. In addition, Sgt. Mandell recapped the vendors that attended the event which included, Dick's Sporting Goods which had a booth with giveaways and provided the bike for the raffle for the elementary school children that participated in the Bike Safety Quiz, PACE had a representative present that displayed how to dock a bike on buses, and the Arlington Heights Park District also had a booth. The Arlington Heights Police Department had a booth and helped with helmet fittings and secured prizes from various vendors including the Arlington Heights Park District, Village Sport and Cycle, and Dick's Sporting Goods that were distributed at the end of the ride. Liz Sakata asked how the adult education on bike safety went post ride. Sgt. Mandell stated they did not go off as planned because of the weather that was moving in and everyone started to pack up and leave before the rain came. Sgt. Mandell suggested the adult education take place at a different time. Overall, Sgt. Mandell said this was a great event and the AHPD received a lot of positive feedback from the community. Sgt. Mandell stated that he knows the BPAC used to host two rides a year and asked if the BPAC would consider holding one larger bike ride a year and suggested putting their efforts into making one great event. D. Easley concurred that one big ride is better than two smaller rides.

C. Obodzinski once again thanked Sgt. Mandell and his team for carrying the bulk of the planning and organization of the event and acknowledged that the BPAC would need to take on future events. C. Obodzinski asked if Sgt. Mandell could provide a list of everything AHPD planned and all of their contacts as a jumping off point for the BPAC. Sgt. Mandell agreed to provide all of the information requested.

NEW BUSINESS:

1. Spring/Summer 2023 – Community Bike Ride

C. Obodzinski welcomed members of the Arlington Heights Bike Club and thanked them for proactively reaching out the BPAC to assist with future Community Bike Rides and coordinate initiatives. C. Obodzinski stated that the date for 2023 Community Bike was requested to be June 10 because the Arlington 500 pre-ride is June 3, 2023 and the actual date of the Arlington 500 is June 4, 2023 which a lot of the members of the bike club participate in as riders or volunteers. Sgt. Mandel and B. Schwab stated

that they would request the date from Village staff, however, both are not able to attend on this date. Sgt. Mandell asked if the end of May was an option. C. Obodzinski was not sure what others thought, but she stated in years past Bike the Drive was at the end of May, so the BPAC tried to avoid a ride on the same day, but she believes that this year Bike the Drive has been moved to Labor Day. However, she would caution against planning the community ride over Memorial Day weekend, so asked if May 20 would be an option. Sgt. Mandell shared that the Special Events Commission (SEC) is in the infantile stages of planning a Spring Festival at North School Park on May 20 from 11am to 1pm, so is not sure if that date would work. B. Schwab asked if the BPAC could potentially coordinate with Special Events Commission to have the ride prior to the event starting which would help lessen the burden on the BPAC to secure vendors and plan post ride activities. C. Obodzinski asked if having a combined event would stretch the AHPD too thin. Sgt. Mandell is not sure what all the SEC will be requesting from the AHPD. At this point, he has only been asked to have Community Services Unit present with a bike-themed presentation since it is Bike Month. Sgt. Mandell stated that it could work because the bike ride is typically done by 11am but coordination would be required. B. Schwab stated that it could be a way to encourage people to ride their bike to the event rather than drive and give riders something to look forward to after the ride. C. Obodzinski stated the weather aspect does make her a little nervous because past rides that were held in May have been canceled or had low attendance because of bad weather. D. Easley did agree that since BPAC moved the ride to June the weather has been more favorable. B. Schwab asked if she should request June 10 as first choice and then May 20 as the preferred back up date. C. Obodzinski said that is her preference and stated there should be a vote to confirm all of BPAC was in favor. P. Schmelzer thanked the BPAC for being willing to coordinate the Community Bike Ride around the Arlington Heights Bike Club's event, but stated that if it was not the best fit for the BPAC, the bike club would adjust. He continued that last year the Community Bike Ride was the same weekend as the Arlington 500 and ten members were still able to be present and help out at the Community Bike Ride. Sgt. Mandell stated that if May 20 is selected that AHPD staffing would need to be worked out. B. Schwab stated that there is a budget for AHPD to work the annual Community Bike Ride and the ride would be before the Spring Festival, so hopefully there would not be a conflict for staffing. Sgt. Mandell stated that the Bike Arlington signage should go out for the start of the ride. J. Juffa shared that in the past they were placed at major street crossings to alert motorists but could be placed at the start of the ride to designate a queuing area.

C. Obodzinski summarized the discussion for the group and now thinks that May 20th would be a good date to hold the Community Bike Ride. C. Obodzinski asked for a motion to decide which date to hold the Community Bike Ride.

J. Juffa moved to select May 20, 2023 as the preferred date to hold the 2023 Community Bike Ride.
L. Sakata seconded the motion and the motion carried unanimously.

B. Schwab asked the BPAC to also vote on a back up date in the event May 20th is not allowed.

L. Sakata moved to select June 3, 2023 as the alternate date to hold the 2023 Community Bike Ride in the event May 20, 2023 is not accepted by the Village. J. Virchow seconded the motion.
Ayes: Danko, Juffa, Obodzinski, Sakata, Virchow
Nays: Lenski, Easley

P. Danko moved to select June 10, 2023 as the alternate date to hold the 2023 Community Bike Ride in the event May 20, 2023 is not accepted by the Village. D. Easley seconded the motion.
Ayes: Danko, Easley, Juffa, Obodzinski, Sakata
Nays: Virchow

C. Obodzinski stated that B. Schwab should request May 20, 2023 for the 2023 Community Bike Ride, but in the event the Village or SEC is not in favor of that date, the alternate date requested should be June 10, 2023.

Before moving on, C. Obodzinski also wanted to start discussing the ride specifics and go over what will be needed for the ride, starting with the route. J. Juffa asked the BPAC if their preference was to stick with the same format, or are there ideas for another format. J. Juffa shared that he received feedback from a participant that we go off in smaller groups lead by an experienced cyclist, rather than all leaving in one large group. R. Lenski stated that it might be difficult for the officers to manage several small groups on a continuous loop. J. Juffa shared that he believes that overall participants enjoy the critical mass aspect of the ride format. D. Easley and Ford Sakata agreed the big group ride has an energy. Although, Ford Sakata shared he was at the back of the ride and witnessed multiple families spread across the entire roadway which is problematic because the roads are not closed to traffic and participants should be riding on the right side of the road. F. Sakata suggested having more leaders corralling riders more consistently throughout the ride. Sgt. Mandell suggested making an announcement at the beginning of the ride that while the officers are controlling traffic at major intersections, the roads are not closed to traffic, and that the rules of the road should be followed. C. Obodzinski asked if there was a safety brief before the ride as was done on past rides. J. Juffa said they had wanted to and there was someone present from Ride Illinois. Sgt. Mandell said there was not a group presentation but Ride Illinois was going around and talking to participants about bike safety in advance of the ride. C. Obodzinski stated that the BPAC can have someone on a bull horn or microphone at the beginning of the ride to make sure all riders are aware that they should be following the rules of the road. J. Juffa asked that since BPAC highlighted parks in the last ride, did the BPAC want to do a ride past schools this time. J. Juffa stated that he has a planned route that goes past Rolling Meadows High School. This route was for a previously planned Community Bike Ride, but was canceled due to weather. Juffa did share that the Rolling Meadows ride did require coordination with the City of Rolling Meadows because some of the route was within their jurisdiction. He stated that at the time there was no issues with this but did offer that more coordination and effort would be required if this route was chosen. J. Juffa also suggested planning a ride that only uses the Village established bike routes because previous rides do deviate from established bike routes. B. Schwab was in favor of using only designated bike routes to get users comfortable and knowledgeable with local roads that are designated as bike routes. C. Obodzinski asked if any streets would be torn up at this time. B. Schwab stated that the route will be submitted to the Village for approval. At that time, staff reviews to ensure there are no conflicts. If there are conflicts, Village Staff will let BPAC know. R. Lenski stated he would like to make sure there is still going to be a short and long ride. J. Juffa recapped that he should focus on maximizing established bike routes and include a 4-mile ride and 14-mile ride and asked if he should focus on parks or schools. L. Sakata asked if there are any other features along the bike routes. B. Schwab explained the Village Bikeways Map was specifically designed to connect the Village's neighborhood parks and schools. C. Obodzinski really enjoyed the route from last year and thinks it is a great way to learn the different neighborhoods but also likes the idea of mixing it up and doing a different ride. J. Juffa asked Sgt. Mandell if there would be an issue with using the route from a few years ago that went approximately two miles into Rolling Meadows in order to ride past the high school. Sgt. Mandell would need to reach out to Rolling Meadows, but as far as AHPD is concerned he thinks they would be able to follow the ride into Rolling Meadows. B. Schwab stated we would likely need a permit from Rolling Meadows as well. J. Juffa will focus on staying in Arlington Heights to avoid extra work. C. Obodzinski suggested planning the ride that would pass public bathrooms.

B. Schwab asked if the BPAC wanted to establish a ride leader at this point, or do that closer to the ride. C. Obodzinski stated that that was one of the areas that the Arlington Bike Club was going to be able to help out with. P. Danko shared that he and J. Juffa were the lead bikers for last year's ride, but the AHPD had two officers on motorcycles that lead the overall ride. D. Easley thinks it is a good idea to have multiple ride leaders that are positioned not only in the front, but also as marshals alongside the ride to corral the riders, and "sweepers" located at the back of the ride to assist with any issues. D. Easley stated that he typically does reach out to the Arlington Heights Bike Club for volunteers to assist with the ride. L. Sakata stated that she and F. Sakata were the designated sweepers for last year's ride. C. Obodzinski will request a handful of volunteers from the Arlington Heights Bike Club to lead, marshal, and sweep. C. Obodzinski asked if D. Easley would be able to take care of the Costco run for water, granola bars, and

bananas to which he agreed. C. Obodzinski asked if there were any issues with the online waivers. B. Schwab and Sgt. Mandell did not have any and would coordinate with the Village Manager's Office to get them posted. B. Schwab reminded BPAC that she will need the route information before the waivers can be set up.

C. Obozinski asked how the bike helmet give away went last year. Sgt. Mandell shared that it was random and based on who the AHPD noticed had ill-fitting or damaged helmets. Sgt. Mandell stated the AHPD also distributed helmets at National Night Out and there is still about 100 helmets that can be given out. C. Obodzinski also asked Sgt. Mandell about the Dick's Sporting Goods bike giveaway. Sgt. Mandell stated that was separate from the Community Bike Ride and was an initiative to promote children to take the Bike Safety Quiz developed by Ride Illinois. The initiative was promoted through the elementary and middle schools in town and ran through the summer. The AHPD received 186 entrants and a random number generator was used to select two children to received the free bikes supplied by Dick's Sporting Goods at National Night Out. Sgt. Mandell said that was a one-time event but if the BPAC wanted to continue this he could help coordinate. C. Obodzinski thought this was a successful initiative and would like to look into continuing and asked for the contact information to start the conversation with Dick's Sporting Goods.

L. Sakata was aware of several people that needed bike maintenance before the ride and they were helping pump up tires and fix spokes, so the BPAC should definitely see if either the bike shop or Arlington Heights Bike Club could provide volunteers with stands to offer pre-ride maintenance. J. Juffa and Sgt. Mandell stated that John Amling from the AH Bike Club was there volunteering to help with pre-ride maintenance. Sgt. Mandell reminded the BPAC they will need a permit for North School Park but we can confirm if the SEC will cover our event under their permit. C. Obodzinski stated if SEC was in favor of BPAC having the Community Bike Ride in advance of the spring festival there would likely need to be coordination meetings to go over logistics.

F. Sakata asked if there was an issue with a cyclist such a flat tire, does the BPAC support them. B. Schwab stated that participants do sign a waiver and participate at their own risk, but the AHPD would be available for support. Sgt. Mandell agreed that while the officers might not be able to fix the bike, they would at least offer them a ride either back to North School Park, or their house if they live in Arlington Heights.

C. Obodzinski stated that more of the details and assignments would be discussed at the next meeting.

2. Coordination with Arlington Heights Bike Club and Potential for Joint Events

C. Obodzinski welcomed the members of the Arlington Heights Bike Club and thanked them for attending and turned the meeting over to Pete Schmelzer, President of the Arlington Heights Bike Club. Schmelzer stated that a lot of the discussion from earlier tonight was essentially what he attended the meeting to accomplish and thanked the BPAC for allowing himself and Brian Larson to attend. Schmelzer started off by giving a brief overview of the Arlington Heights Bike Club. The club has been around for 52 years and of the 140 members, a majority of the members are accomplished cyclists in their 50s, 60s, and 70s. He stated that one of the things that the club does best is leading rides. The club leads regular rides on Tuesday, Thursday, and Saturday mornings that range from 15 miles to 70 miles at varying speeds. In addition to rides, they have monthly membership meetings, except in the summer, and host various speakers. At a previous AH Bike Club meeting Brian Larson presented on how to plan a ride through a local community, and coming this April, Sgt. Mandell will present on Illinois and local bike laws. Sgt. Mandell stated the bike safety initiative for the AHPD this year is education through enforcement. Sgt. Mandell wants to get out to the community that the purpose is not for the Village to make money off of this campaign, but to promote bike safety and educate cyclists on how the rules of the road apply to them. Sgt. Mandell stated this education by enforcement will not only be focused on cyclist but also for the motorist. Schmelzer continued that the two signature events hosted but the Arlington

Heights Bike Club is the Arlington 500 and the Arlington Bike Swap. However, there was a recent decision to discontinue the Bike Swap because the cost has been prohibitive. Schmelzer shared that he was one of the residents not aware of the Community Bike Ride last year and was overwhelmed when saw all of the riders go past his house and thought it would be a great idea for the Arlington Heights Bike Club to be involved with this great community event. Schmelzer is confident that he can come up with 10-20 volunteers to provide their expertise and promote cycling at the Community Bike Rides. In return, he asked that BPAC allows the AH Bike Club have visibility and be allowed to wear their jerseys. Schmelzer continued that he knows the Village has a much stronger social media presence and asked if the Village could post their events on their calendar or share AH Bike Club events to reach a broader audience. B. Schwab explained that this was done in the past, but there was an issue with publicizing events not held within Village limits. For example, the Village did help promote the Bike Swap that was held in Arlington Heights, however, the Arlington 500 is not held within Village limits. Schmelzer agrees that was a valid reason for events not in Arlington Heights, but for the Ride of Silence he would like to see that promoted and become more of a community event. Schmelzer concluded that ultimately the Arlington Heights Bike Club is a non-profit that specializes in leading rides and exists to promote bike safety and would love to partner with the BPAC. C. Obodzinski agreed having the expertise for ride leaders and pre-ride bike tune-ups would be very helpful. She continued that BPAC does not really have a presence in the community and there have been discussions on the past on how they could participate more at community events, so perhaps there could be a joint mid-summer event. C. Obodzinski would also like to find a way to promote pedestrian issues. Sgt. Mandell shared that AHPD is hoping to host a bike rodeo at the Arlington Ridge Center safety town on a Saturday this spring or summer and believes having the BPAC and AH Bike Club present would be extremely helpful to perform bike safety checks.

Brian Larson shared that the Urbana Farmer's Market and Ride Illinois certified instructors jointly hosted a bike rodeo at the Farmer's Market which was very successful. B. Larson commented that if anyone has actually attended the Arlington Heights Farmer's Market a lot of patrons come by bike, so it would be a great opportunity to reach the community. Larson suggested that this is something that the AH Bike Club and BPAC could look at hosting together. Sgt. Mandell shared that he attended the Illinois Bike Summit last year and it was great to hear what other communities were doing. One community hosted an event called "Ride to the Islands" and cyclists ride to grass islands located throughout the community. Sgt. Mandell liked this approach because it would not necessarily need to be a structured event that required police escorts but would promote cycling and the AH Bike Club could lead groups to different islands. C.Obodzinski liked this idea and suggested adding a scavenger hunt element.

C. Obodzinski thinks there is a lot of potential for collaboration and partnership. She stated that she was not sure how to sign up for rides led by the Arlington Heights Bike Club. P. Schmelzer shared that the club has a website which is www.cyclearlington.com and membership dues are \$20 a year for an individual and \$25 a year for two or more members living in the same house. B. Larson stated that all of the rides are posted on the AH Bike Club calendar. B. Schwab will look into seeing if there can be a link to this page from the Bicycle and Pedestrian Advisory Commission webpage.

J. Virchow commented that almost all of the events discussed have been located in the downtown area, but BPAC, AHPD, and the AH Bike Club should also look at hosting smaller events located throughout the community to address far south and far north neighborhoods that may not want to or cannot make their way to downtown. C. Obodzinski really liked this idea and thinks holding events that are not just in central Arlington Heights would reach a bigger audience.

B. Larson is interested in hosting shorter rides that are family oriented and would appreciate the BPAC sharing any previously used shorter routes and the bike club would help promote the routes that connect destination to destination. C. Obodzinski thinks it could be very helpful to plan rides that are focused on getting to the various elementary schools. P. Schmelzer suggested hosting a walking or riding bus route. Sgt. Mandell shared that Westgate School does an excellent job on this initiative. B. Larson stated Colleen Palmer is the contact at Westgate School.

OTHER BUSINESS:

P. Schmelzer announced that May 17, 2023 is the Ride of Silence.

ADJOURNMENT:

L. Sakata moved to adjourn the meeting. P. Danko seconded the motion and **the motion carried unanimously** and the meeting adjourned at 8:47 PM.

APPROVED:

Secretary Date

DRAFT

PROJECTS IN PROCESS THAT INCLUDE PROPOSED BICYCLE AND/OR PEDESTRIAN IMPROVEMENTS updated 2/9/2023

Project	Lead Agency	Current Status			Proposed Bike Or Pedestrian Improvement
		Phase I	Phase II	Phase III	
Algonquin/New Wilke Intersection Improvement	Rolling Meadows	Locally funded and currently underway. Phase I IDOT originally approved in September 2021. Addenda sent September 2022 to add watermain.	Locally funded (split with Rolling Meadows) and currently underway. Design completion is estimated for September 2023.	Estimated 2024 construction. STP funding already programmed for 2024.	Extend existing path from southwest corner through the signalized intersection to the northeast corner (ped heads, etc.) then north to Bray Court
Dryden Ave (Oakton - Thomas)	Arlington Heights	Not started. Currently locally funded in 2024	Not started. 50% STP funding programmed for FY 2025.	On the STP Contingency list for 2026. We will need to reapply in next call for projects if not moved off contingency list.	Full-depth pavement removal and reconstruction. Re-striping as needed (including bicycle lanes and/or combined bike-parking lane), sidewalk repair as needed, and ADA Improvements
Hintz Road (Kennicott to Arlington Heights Rd) Reconstruction	Arlington Heights	Not started. Currently locally funded in 2024	Not started. 50% STP funding programmed for FY 2026.	On the STP Contingency list for 2027. We will need to reapply in next call for projects if not moved off contingency list.	Full-depth pavement removal and reconstruction. Detector loop replacement, and re-striping as needed (including bicycle lanes and/or combined bike-parking lane). Reflective Flashing Beacons will be installed at the school crossing intersection of Hintz Road and Highland Avenue. Sidewalk repair as needed and ADA Improvements.
Wilke Road Resurfacing	Arlington Heights	Locally funded and IDOT approved in August 2022.	Locally funded and currently underway. Design completion is tentatively summer/fall 2023.	Estimated 2024 construction. Some STP funding already programmed for 2024. Village is also applying for 2023 CMAQ call for projects for remaining amount.	Extend path along the east side of New Wilke from Bray Court to north of Orchard Lane where it will connect to the existing path around Sunset Meadows Park.
Weber Drive Reconstruction	Rolling Meadows	Locally funded (split with Rolling Meadows) and IDOT approved in December 2022.	Locally funded (split with Rolling Meadows) and currently underway. Design completion is dependent of right-of-way acquisition.	Estimated 2024 construction. STP funding already programmed for 2024.	Reconstruct the existing path along the west side of Weber Drive (in Rolling Meadows) from Oak Lane south to White Oak Street, extend a new path to Algonquin Road intersection.
Windsor Drive Resurfacing (Hintz Rd to Jane Ave) and Road Diet (Crabtree to Lilian)	Arlington Heights	Applied for ITEP Grant in 2020, but did not received. Moved forward with local funding by the Village of Arlington Heights in 2021. Intersection analysis completed and IDOT Geometrics signed off of proposed design. The draft Project Development Report (PDR) has been submitted and waiting on the environmental clearances before IDOT can process.	Currently not funded. Proposed local funding in 2024 if no grant received before then. Village submitting an application for 2023 CMAQ call for projects.	Resurfacing portion received STP funding and is currently programmed for 2025. Village submitting an application for 2023 CMAQ call for projects.	Improve ADA access at the intersection of Palatine Rd and Windsor Rd. Provide west leg crossing of Palatine Road with pedestrian signalization and add high visibility bike lanes through the intersection. Road Diet from Palatine Road to Crabtree Drive – Convert 4-lane roadway to 3-lanes with buffered bike lanes. Landscaped medians are proposed in segments where there are no access points. All existing traffic movements will be maintained. Widen sidewalks from Palatine Road to Crabtree Drive – high volume of pedestrians – No right-of-way anticipated. Provide mid-block crossing with pedestrian refuge island at Crabtree Drive.

PROJECT SUBMITTED FOR GRANTS THAT WERE NOT SELECTED FOR STP FUNDS AND PUT ON CONTINGENCY LIST updated 2/9/2023

Project	Lead Agency	Current Status			Proposed Bike Or Pedestrian Improvement
		Phase I	Phase II	Phase III	
Kennicott Ave (Hintz - Happfield) Reconstruction	Arlington Heights	Not started. Currently locally funded in 2024	Not started. STP Funds not received. Currently proposed for local funding 2024/2025	On the STP Contingency list for 2026. We will need to reapply in next call for projects if not moved off contingency list.	Full-depth pavement removal and reconstruction. Detector loop replacement, and re-striping as needed (including bicycle lanes and/or combined bike-parking lane), sidewalk repair as needed, and ADA Improvements
Thomas St (Wilke - Arl Hts Rd)	Arlington Heights	Not started. Currently proposed for local funding 2025	Not started. STP funds not received. Currently proposed for local funding 2026	On the STP contingency list for 2027. We will need to reapply in next call for projects if not moved off contingency list.	The scope will encompass the reconstruction of the segment from Wilke Road to Yale Avenue, then a resurfacing from Yale Avenue to Arlington Heights Road. The reconstruct will consist of full-depth HMA removal and reconstruction, lane widening to match the segment west of Yale Avenue, full curb and gutter removal and replacement on the south side of the road, and all new curb and gutter on the north side of the road. The north side of the road will also replace the current ditch with all new storm sewer and drainage structures. The Resurfacing will consist of surface removal and replacement, curb and gutter removal and replacement and pavement patching as needed. Sidewalk spot repair, ADA updates, and striping (including bike lanes) will span the entire length of the project. A new pedestrian head will be installed at the signal on Thomas Street and Arlington Heights Road.

ITEP Grant 2022 updated 2/9/2023			
Project	Grant Submitted	Grant Application Submitted	Status
Goebbert Rd On-Street Bike Path	ITEP 2022	<p>The scope of work includes striping and signing a buffered bike path along S. Goebbert Road. A buffered bike lane is proposed along the corridor from Illinois Route 58 (Golf Road) to Falcon Drive in the Village of Arlington Heights Bike Plan. Traditional bike lanes are proposed along Falcon Drive from Tonne Drive to Tamarack Drive and along S. Goebbert Road from Falcon Drive to Illinois Route 62 (Algonquin Road). This would include restricting parking to a maximum of one side of the road along Falcon Drive. S. Goebbert Road currently restricts parking to the east side of the roadway, and no changes would be required. The Phase I scope includes topographic route survey, an Environmental Survey Request, wetland delineations, special waste evaluations, crash and traffic analysis, geometric design of the improvements, IDS, drainage analysis, pavement cores and analysis, a Public Meeting and preparation of the Project Development Report. The Phase II scope includes plans and specifications preparation and permitting in accordance with IDOT standards. No additional right-of-way is anticipated for this project.</p> <p>Goebbert Road from Seegers Road to Algonquin Road and Falcon Drive from Tonne Drive to Cedar Glen Drive are both tentatively planned for the 2024 or 2025 annual MFT Street Reconstruction Program. The proposed project will be constructed after this reconstruction on new pavement, which is significantly less likely to need improvements beyond the bike lanes in the near future.</p>	Awards expected to be announced Spring 2023

Locally Funded Future Projects updated 2/9/2023		
Project	Tentative Program Year	Proposed Bike Or Pedestrian Improvement
Fernandez Ave Reconstruction (Central Road to Victoria Ln)	2024-2025 Street Reconstruction Project	Per Bicycle and Pedestrian Plan add pavement markings to delineate parking lane which can be utilized for cyclists. Will include intermittent sidewalk repair and ADA improvements.
Goebbert Rd and Falcon Dr Reconstruction	2024-2025 Street Reconstruction Project	See ITEP Grant above