

VILLAGE OF ARLINGTON HEIGHTS
BICYCLE AND PEDESTRIAN PLAN
EXISTING CONDITIONS REPORT

JULY 2015

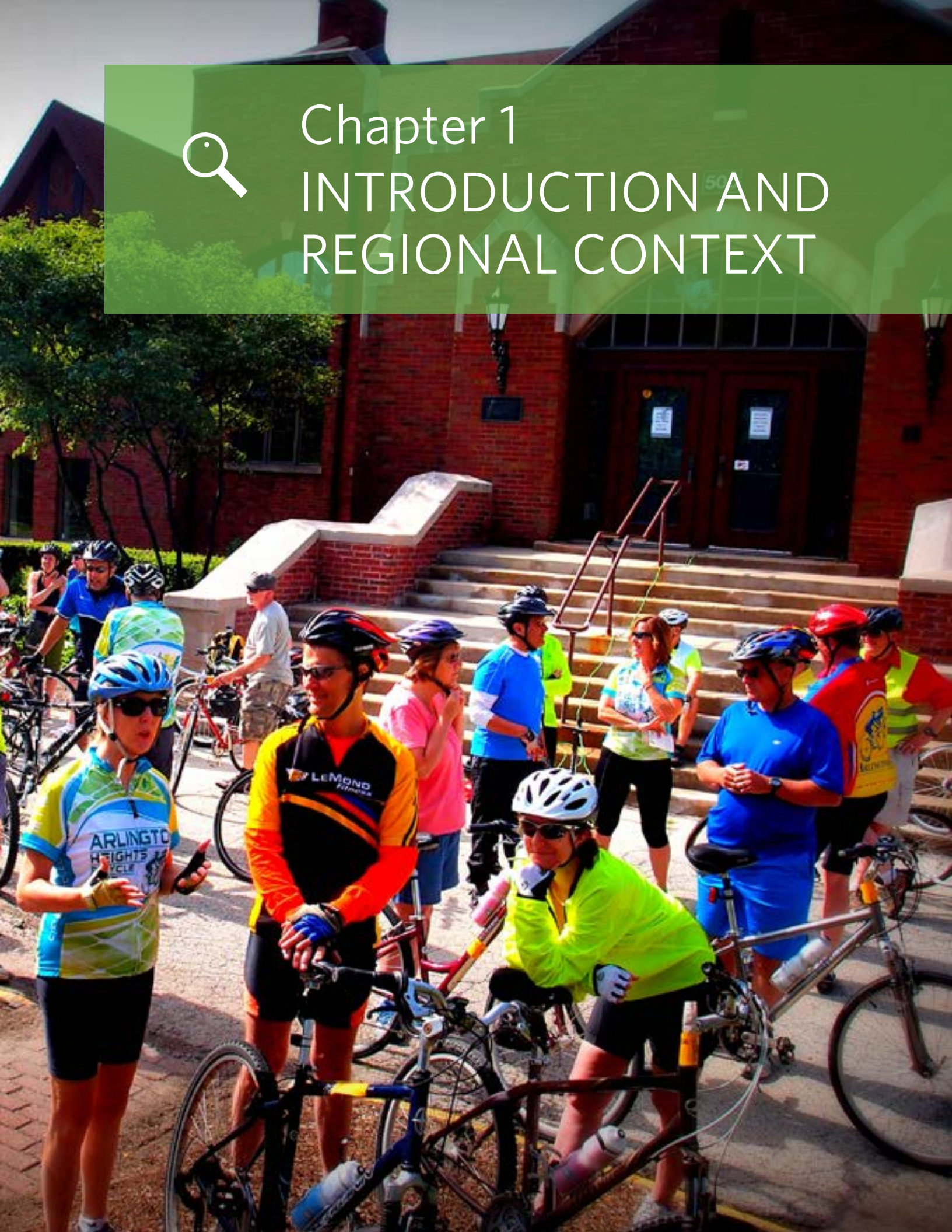


Table of Contents

1 Introduction and Regional Context	5	5 Transportation Infrastructure	63
2 Previous Plans, Studies and Reports	17	6 Planned and Programmed Roadway Improvements	113
3 Community Outreach	27	7 Looking Forward	117
4 Community Context and Travel Behavior	45	Appendix	121



Chapter 1 INTRODUCTION AND REGIONAL CONTEXT





Chapter 1: Introduction and Regional Context

In June of 2014, the Village of Arlington Heights and the Chicago Metropolitan Agency for Planning (CMAP) held an initial Steering Committee meeting to launch the development of a village-wide Bicycle and Pedestrian Plan. The plan was identified by the Arlington Heights Bicycle and Pedestrian Advisory Commission (AH BPAC), Village staff, and Village Board as a high priority and crucial element in ongoing efforts by the Village 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 Complete Streets policy¹ recently adopted by the Village (2013) and in helping to achieve Bicycle Friendly Community status through the League of American Bicyclists, which the Village is seeking.²

The Bicycle and Pedestrian Plan will update and expand previous planning efforts, including a 1988 bicycle plan, which was last updated in 1996.

This existing conditions report is a critical first step in the planning process – laying the groundwork from which recommendations will ultimately be made. To properly address the active transportation needs and challenges in Arlington Heights, it is important to understand current conditions – what is happening “on the ground” now – as well as what the ideal goals for non-motorized transportation in the community are.

¹ See **Appendix A** for a copy of the Arlington Heights Complete Streets policy.

² There are, at present, nine communities in Illinois with Bicycle Friendly Community status: Urbana, Chicago, Evanston, Batavia, Champaign, Elmhurst, Naperville, Normal, and Schaumburg. See <http://bikeleague.org/community>

This existing conditions report is organized into the following chapters:

- Chapter 1: Introduction and Regional Context
- Chapter 2: Previous Plans, Studies, and Reports
- Chapter 3: Community Outreach
- Chapter 4: Community Context and Travel Behavior
- Chapter 5: Transportation Infrastructure
- Chapter 6: Planned and Programmed Roadway Improvements
- Chapter 7: Looking Forward

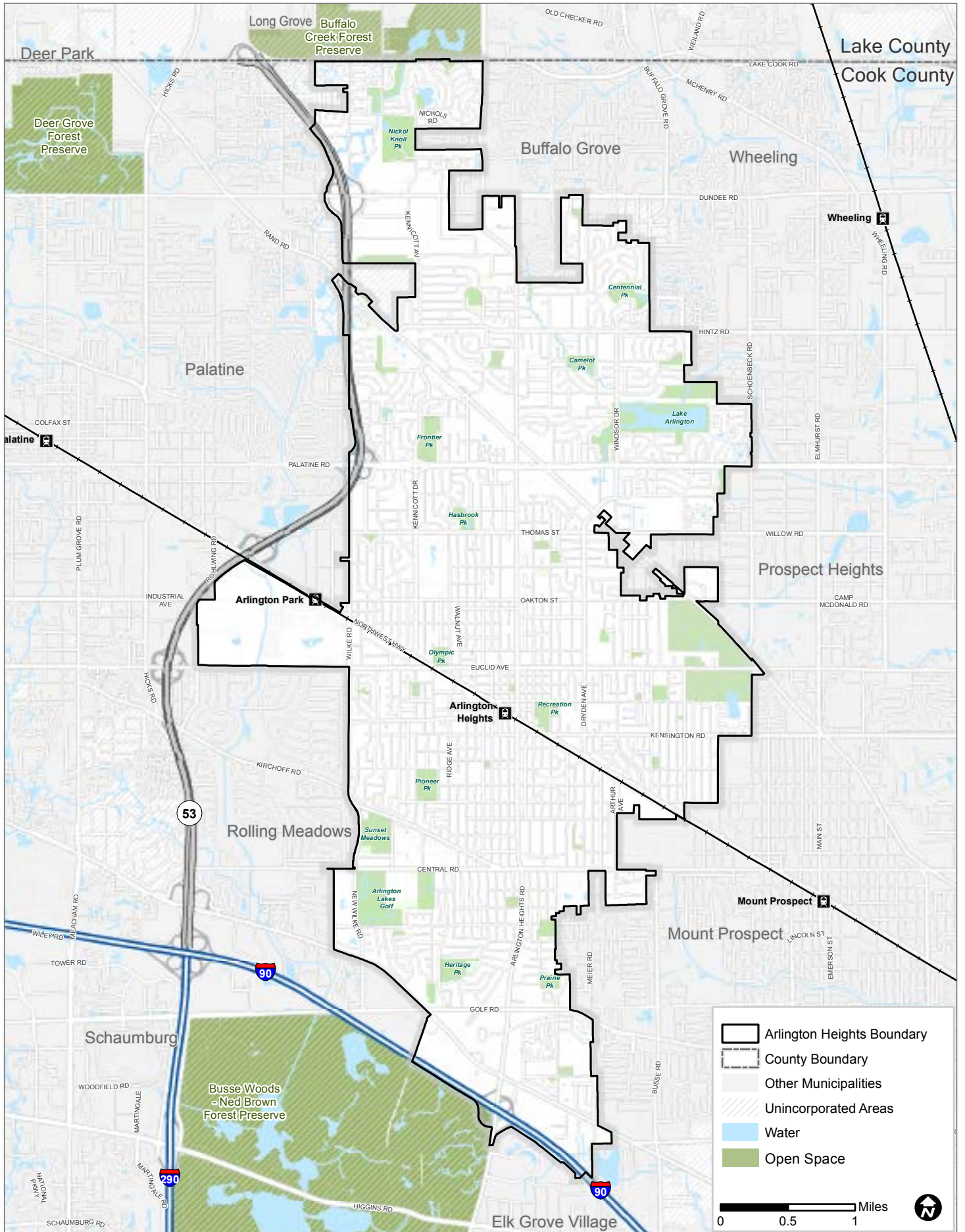
1.1. Purpose of a Bicycle & Pedestrian Plan

The Bicycle and Pedestrian Plan will build upon and advance successful efforts by the Village to create and cultivate a vibrant, lively downtown and safe, attractive, and livable neighborhoods where walking and bicycling are convenient ways to travel. The plan will assist the Village to achieve goals related to access, mobility, health, and sustainability by identifying concrete actions that the Village can take to improve and enhance active transportation networks, creating safe and enjoyable bicycle and pedestrian routes and encouraging sustainable local transportation. Specifically, the plan will seek to increase and improve conditions for bicycling, walking and transit use, improve traffic safety, enhance local businesses and foster a healthier, more environmentally friendly community.

1.2. Goals & Objectives

The goals and objectives for the plan have evolved primarily out of previous bicycle planning efforts, as well as from plans and successful implementation actions for transit-oriented development and downtown revitalization, including the Arlington Heights Downtown Master Plan (see **Chapter 2**), and from input received from Village staff and residents.

Figure 1.1. Village of Arlington Heights





The main **goal** of the Bicycle and Pedestrian Plan is to develop a comprehensive non-motorized transportation network that will serve the needs of all Arlington Heights residents, allowing for safe travel at all ages, connecting neighborhoods to jobs, shopping, schools, regional bikeways,³ cultural facilities, recreational amenities and activity areas.

The **objectives** are to create a bicycle route plan that establishes potential alignments and criteria for new and improved on-street bikeways and off-street paths and trails, to explore bicycle parking needs, to outline potential policies and programs to improve conditions for bicycling and walking, and to enhance pedestrian and bicyclist safety throughout the community.

1.3. Planning Process and Next Steps

The planning process to create the Bicycle and Pedestrian Plan includes multiple steps that will last approximately 15-18 months. The process has been designed to include input from residents, Village staff, local bicyclists and pedestrians, and business owners. In April of 2014, CMAP staff and staff from the Village of Arlington Heights developed a Scope of Work for the project. The scope of work sets program tasks, a timeline for the program, and recommends participation by a steering committee to assist CMAP staff in developing the final plan and

recommendations. As indicated in Figure 1.2, phases one and two of the project involve a thorough analysis of the existing conditions within the community using information gathered through stakeholder interviews, steering committee and focus group meetings, review of previous studies, and collection of maps and data. The results of these steps are presented in this report. Phase three of the process will be to draft the plan and identify key steps for implementation, and the final phase will be to review and adopt the plan.

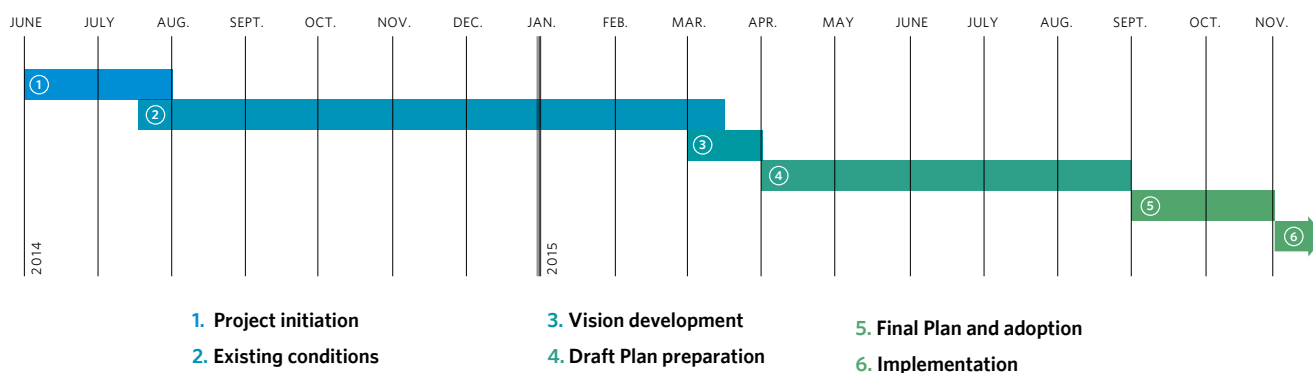
1.4. Regional Context

1.4.1. History of Arlington Heights

The Village of Arlington Heights traces its origins back to the late 1830s, when a couple from Oswego, New York – Isa and Lois Dunton – homesteaded and farmed in the area. The Dunton’s 1846 home still stands at 612 N. Arlington Heights Road and is the oldest house in the Village. In 1854, Asa and Lois’ son, William Dunton, drew a map for a small town – 4 by 8 blocks – on their property, near Euclid Avenue and Arlington Heights Road. This town – at first called Dunton – was incorporated as the Village Arlington Heights in 1887.

William Dunton’s hopes for the future of the settlement he had established were based on an extension of the Illinois and Wisconsin Railroad from

Figure 1.2. Project Timeline



³ Here, 'regional' refers to bikeways outside of the Village Arlington Heights that are likely to attract significant numbers of cyclists from beyond a single municipality. Throughout this document, depending on context, the word 'region' may refer to the larger, six-county planning area of CMAP or, in certain cases, to smaller geographic areas that still comprise several municipalities. 'Regional' destinations or facilities are those that serve, to a large degree, residents from several municipalities.

⁴From the webpage, “About Arlington Heights Park District”, <http://www.ahpd.org/about/>.

the town of Rand (now Des Plaines) to the Village of Arlington Heights and beyond. In 1854, he had helped bring about this extension by offering to sell the right-of-way for the rail line for the small sum of \$250. In those early years, two trains per day linked “truck farms” and dairy products to markets in Chicago and carried vacationers, salesmen, and others between the City and prairie towns along the line.

As William Dunton foresaw, the rail line and depot served as a catalyst for Arlington’s Heights’ growth. The station became a central gathering place for the community and, as more people settled in the town, prompted the development of a downtown business district. While the Village would remain primarily a “farm town” until well into the 20th century, it also began to function as a suburb commuter community, known for low density, single-family housing, attractive neighborhood parks, good schools, and its direct connection to downtown Chicago. The Arlington Park International Racecourse, a large horse racing track and grandstand, opened in 1927 on land formerly occupied by 12 farms on the western edge of the Village. A Metra rail station serving the track opened in 1975. After reconstruction following a devastating fire in 1985, Arlington Park continues to be a unique entertainment venue and regional tourism draw for the Village.

The Arlington Heights Park District was formed in 1925. The District grew and evolved in conjunction with the Village and now provides open space, facilities and programs through a network of 58 parks on 715 acres.⁴

From its beginning through the 1940s, the population of Arlington Heights grew steadily but relatively slowly. This growth increased dramatically in the 1950s and 60s, when the population rose from 8,768 (1950) to 64,884 (1970). Village growth in this period was a result of several related factors, including the post-World War II baby boom, a flight from central cities, the expansion of the regional economy, and large increases in automobile ownership and the infrastructure to support driving. In addition, the Village more than doubled its developed area, annexing land north and south of its original center.

Over the next two decades, growth slowed. By the 1980s, shopping mall development in nearby communities had lured retailers and their customers away from downtown Arlington Heights. Many storefronts were vacant and residents had few reasons to go downtown. At this point, the Village embarked upon an ambitious plan and course of action to bring people back downtown. They focused on leveraging their commuter rail service and orienting new development around the downtown Metra station. By rezoning and creating tax increment financing districts, the Village made it attractive for developers to build mid- and high-rise multifamily and mixed-use developments near the downtown station.



The increased density and subsequent foot traffic in turn spawned new retail businesses and the construction of a performing arts center. A downtown park was created. The Village invested heavily in street- and landscape improvements, intended to beautify the downtown and improve conditions for pedestrians. Parking structures were built to allow many surface parking areas to be developed as other uses. The Metra station was rebuilt in a new location to better accommodate commuters and to better connect it with downtown.

⁵ <http://www.trb.org/Main/Blurbs/154989.aspx>

⁶ <http://www.toptransitburbs.com/>

⁷ Appendix A

Bicycle and pedestrian access became a focus for the Village and in 1988 the Village produced its first bicycle plan, which was last updated in 1996. This plan designates bicycle routes, some of which have been signed.

The successful effort to revitalize and sustain the life of the downtown area has continued into the 21st century with the adoption of the 2007 Downtown Master Plan. This plan builds upon and advances the efforts begun in the 1980s. The plan's overall goal is to realize the vision of a downtown that recognizing it as the business, cultural and entertainment heart of Arlington Heights. The Village's focus on transit-oriented development around its rail stations over the last 25 years harkens back to and directly reflects the vision of its founder, who saw the rail line as key to Arlington Heights' future.

Today, Arlington Heights is known primarily for the race track, its lively downtown, with restaurants, shops, and entertainment venues, and its historic neighborhoods and houses. The Village is also home to a large Japanese community, which is supported by the Mitsuwa Marketplace, a large Japanese grocery and department store, and the Chicago Futabakai Japanese School.

According to an FHWA report on transit-oriented development, Arlington Heights, from 1997 to 2004, made public investments of \$27 million, which in turn led to approximately \$225 million in private investment.⁵ Arlington Heights recently ranked No. 3 on a list of the Chicago metropolitan area's most transit-friendly communities, in a study by DePaul University's Chaddick Institute for Metropolitan Development.⁶

While pedestrian and bicycle planning have been a part of the history of Arlington Heights, the Village would now like to update its earlier bicycle plan to incorporate current best practices, emphasize connections with neighboring communities and regional destinations, and – through the inclusion of pedestrians – more fully reflect the Village's successful focus on transit-oriented development. In 2013, the Village adopted a Complete Streets policy⁷ and is currently pursuing Bicycle-Friendly Community status through the League of American Bicyclists. The Village is considering adoption of a bicycle parking ordinance, though this has not

⁸ Source: Arlington Heights Park District webpage, <http://www.ahpd.org/about/>.

⁹ See <http://www.neighborhoodscout.com/neighborhoods/crime-rates/top100safest/>.

yet been enacted.

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 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 the 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. Current members of the Bicycle & Pedestrian Advisory Commission are:

- Peter Szabo, Chair
- Michael Walczak
- James Daley
- Alan Medsker
- Paul Danko
- Ruth Kee
- Juergen Juffa

Arlington Heights' Engineering Department appoints an Administrative Liaison for AH BPAC. The current liaison is Briget Schwab.

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 the Village's first community bike ride (June 2014). The Commission webpage can be viewed at http://www.vah.com/government/commissions/bicycle_commission.aspx.

1.5. Regional Setting

As the largest community in Chicago's northwestern suburban corridor – and the largest "village" in the U.S. – the Village of Arlington Heights is home to more than 76,000 residents. The Village was recently recognized by Newsweek Magazine as one of the "Top 100 U.S. Cities."⁸ In addition, Arlington Heights was recognized in 2014 by Neighborhood Scout as one of the 100 safest cities in the country, along with 18 other Illinois communities.⁹ It is known generally as an attractive, relatively affluent, well-educated community with a lively downtown, whose population is leveling off after decades of spiked growth.



Arlington Heights is located in northern Cook County, on the border of Lake County, approximately 24 miles northwest of downtown Chicago and 8 miles from O'Hare International Airport. The geographic shape of the Village is long, north to south (8 miles) and relatively narrow east to west (3 miles). Like its neighbors, Arlington Heights is almost completely built-out, with very little unincorporated land left within or on its boundaries. The Village is bounded, roughly, by Lake Cook Road on the north; Interstate 90/Jane Addams Memorial Tollway on the south; and Wilke Road and Illinois Route 53 on the west. The eastern boundary of the Village meanders a great deal but never moves east of Schoenbeck Road. Interstate 90 provides access to Elgin, O'Hare International Airport, and downtown Chicago. Illinois 53, which is being planned to extend north into Lake County, provides easy access to Schaumburg and (as Interstate 290) to communities further south, as well as to the Elgin-O'Hare Expressway (Illinois Route 390), which is currently being extended east to O'Hare

In addition to the limited access highways along the Village's southern and western boundaries, Arlington Heights and its school and park districts are bisected by a number of large arterial roads, including two diagonal roads that result in highly skewed intersections (Northwest Highway and Rand Road). These arterial roads, which typically carry high volumes of high-speed traffic and are almost all under state or county jurisdiction, present significant difficulties for persons traveling on foot or by bicycle. These large, major roads include Algonquin Road, Golf Road, Central Road, Northwest Highway, Rand Road, Arlington Heights Road, Palatine Road, Dundee Road, and Lake Cook Road, as well as parts of Euclid Avenue and Hintz Road. These arterials, in combination with a few smaller roads, provide access to neighboring communities and beyond.

Arlington Heights Road, which runs north-south – roughly down the middle of the Village – connects to I-90 on the southern border of the Village and serves as the primary access route between Arlington Heights and Elk Grove Village and other communities

to the south. The interchange of Arlington Heights Road and I-90 is a modified cloverleaf with free-flowing on-ramps from Arlington Heights Road onto I-90 and is not, at present, designed to accommodate bicyclists or pedestrians. The presence of the free-flow on-ramps and lack of bicycle or pedestrian accommodation hinders non-motorized travel between Arlington Heights and destinations south of I-90. Algonquin Road, Euclid Avenue, Northwest Highway, Palatine Road, Dundee Road, and Lake Cook Road all form interchanges with Illinois Route 53, either along or just outside the Village's western border. These interchanges typically have free flowing on- and/or off-ramps, and present similar difficulties for bicyclists and pedestrians.

Arlington Heights, as was noted above, is directly connected with other northwestern suburbs and downtown Chicago via Metra's Union Pacific Northwest (UP NW) rail line. The line runs parallel to Northwest Highway, on the south side of the road. There are two stations in the Village of Arlington Heights – one downtown and one 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 trip to downtown Chicago is approximately 45 minutes. Other nearby UP NW stations can be found in Mount Prospect and Palatine. In addition, Prospect Heights and Wheeling both have stations along Metra's North Central Service line.

The Village of Arlington Heights, at its northern and southern borders, abuts two Forest Preserve properties. Southwest of the Village lies the Cook County Forest Preserve Ned Brown/Busse Woods Preserve. This 3,558-acre preserve includes a very popular 10.8-mile paved trail loop, which can be accessed from Rolling Meadows/Arlington Heights at one point only: along Golf Road (at Wilke Road). The usefulness of this access point for residents of Arlington Heights is limited by the fact that a standard 5' sidewalk along Wilke Road serves as the designated bikeway to this access point and by the relatively difficult crossings at Algonquin and Golf Roads. At the northern border of the Village, across Lake Cook

¹⁰ See <http://www.hlplanning.com/clientportals/nwmc/Home.aspx> and <http://www.cmap.illinois.gov/programs-and-resources/ta/nwmc-bike-ped> for more information on this planning effort, which was also funded through CMAP's LTA program.

¹¹ According to Dun & Bradstreet data, a total of approximately 11,000 persons are employed in these two areas.

¹² It should be noted that by prioritizing automobile access and mobility, the land use and development patterns can create additional financial burdens for low income wage-earners who work or shop there, since the costs of driving are high in comparison with bicycling and walking.

¹³ CB Richard Ellis (2014)

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, approximately 0.15 miles north of Lake Cook Road. It should be noted, however, that while Schaeffer Road is a designated bikeway there is no signal at the Lake Cook Road-Schaeffer Road intersection. A signal exists approximately 0.25 miles to the west, at N. Wilke Road. There is, however, no access to the Buffalo Creek trail system at Wilke Road, nor is there a sidewalk along the north side of Lake Cook Road leading back to Schaeffer Road.

Cook County's Deer Grove Forest Preserve, which has an extensive network of paved and unpaved trails, lies approximately 2.5 miles west of Arlington Heights. The Des Plaines River Trail, a major linear multiuse trail running along the Des Plaines River in Lake and portions of Cook County, is located approximately 4 to 5 miles east of Arlington Heights. A portion of the trail, between Higgins and Lake Cook Road, is currently being studied for possible improvements to the trail itself and to access to the trail.¹⁰ At present, within Cook County, the Des Plaines River Trail is unevenly developed and maintained. There is not currently a direct bicycle route from the Village to the trail.

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. These areas draw customers from Arlington Heights and nearby communities and employ significant numbers of mostly wage-earning employees.¹¹ The areas were designed for easy access by automobile and are difficult to reach and traverse on foot or by bicycle. The "big box" and "strip mall" style site designs of these areas, combined with the large, busy arterial roads that provide the primary or only access to them, compel residents, other customers, and employees to drive when setting out on daily errands or tasks at these locations.¹² A recent report by CB Richard Ellis (2014) states that Arlington Heights' downtown area retail vacancy rate (B-5 zoning district) was approximately 8.7 percent, which compares favorably with the metropolitan area rate of 10.4 percent and the northwest suburban rate of 13.3 percent. Of the total square footage of first-floor businesses in the downtown area, restaurants comprise 21.7 percent of the total; service businesses are 20.5 percent; and retail comprises 17.2 percent.¹³

Among the 58 parks and recreational facilities that the Arlington Heights Park District operates there are one indoor and five outdoor swimming pools, five community centers, a cultural arts center, historical museum, senior center, two indoor tennis clubs, two golf clubs, a recreational lake, a



lighted softball complex, and, notably, a ‘Safety Town’ for small children to learn about roadway safety. On average, more than 78,000 people participate in over 3,000 recreation programs. These facilities are dispersed throughout the Village and draw residents from throughout the Village and neighboring communities. Given facility dispersal, the necessity of crossing large arterial roads in order to access park district facilities, is seen by Park District officials as deterring some users from bicycling and walking as a means of access.

1.5.1. Arlington Heights and GO TO 2040

The Chicago Metropolitan Agency for Planning is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now guides the implementation of GO TO 2040, metropolitan Chicago’s first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region’s 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. The plan contains 4 themes and 12 major recommendation areas:

Livable Communities

1. Achieve Greater Livability through Land Use and Housing
2. Manage and Conserve Water and Energy Resources
3. Expand and Improve Parks and Open Space
4. Promote Sustainable Local Food

Human Capital

5. Improve Education and Workforce Development
6. Support Economic Innovation

Efficient Governance

7. Reform State and Local Tax Policy
8. Improve Access to Information
9. Pursue Coordinated Investments

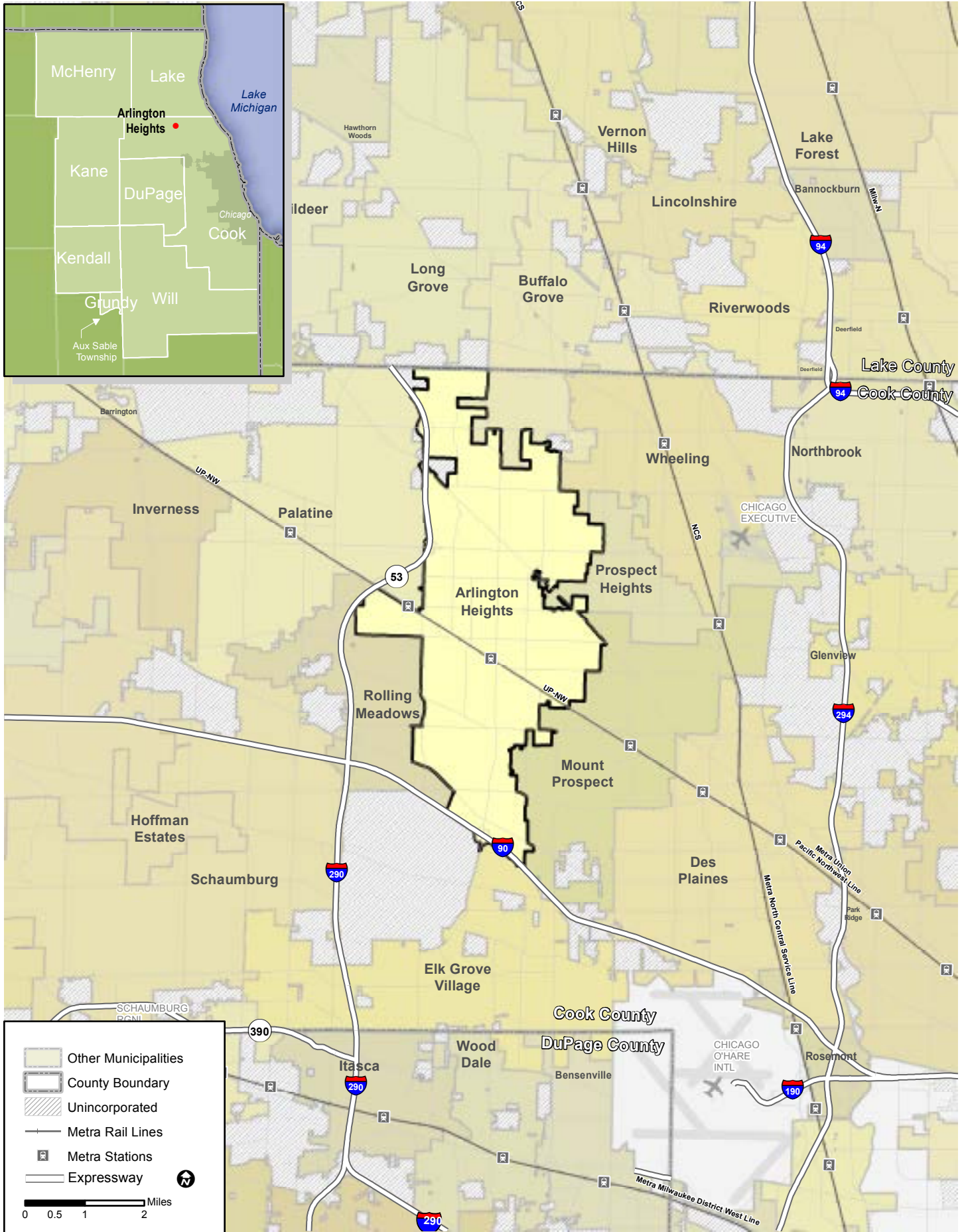
Regional Mobility

10. Invest Strategically in Transportation
11. Increase Commitment to Public Transit
12. Create a More Efficient Freight Network

GO TO 2040’s recommendations in the Livable Communities chapter stress the need for mobility options that include improvements to support walking and bicycling as safe and efficient transportation modes, as well as viable connections to transit options. The Arlington Heights Bicycle and Pedestrian Plan will help to implement the recommendations of GO TO 2040.



Figure 1.3. Regional Context



Chicago Metropolitan Agency for Planning, 2014.



Page left blank intentionally



Chapter 2 PREVIOUS PLANS, STUDIES AND REPORTS





Chapter 2: Previous Plans, Studies and Reports

This chapter provides a summary and analysis of existing Village plans, studies, and reports that will likely inform and impact the ultimate recommendation of the Bicycle and Pedestrian Plan. The documents have been reviewed to build upon current or relevant findings and plans.

Previously completed plans, studies, and reports reviewed in this section include:

- Capital Improvement Program 2015-2019 (2014)
- Village's Bikeways Map (2014)
- Village's Complete Streets Policy (2013)
- Hickory and Kensington Area Plan (2013)
- Village of Arlington Heights Comprehensive Plan (1997) and Future Land Use Map Update (2013)
- Village's Thoroughfare and Transportation Policy Plan (2012)
- Northwest Highway Corridor (2012)
- North and Northwest Cook County Bicycle Signage Plan (2012)
- Northwest Municipal Conference Bicycle Plan (2010)
- Northeastern Illinois Regional Greenways and Trails Plan (2009 Update)
- Village of Arlington Heights STAR line Master Plan (2009)
- Downtown Master Plan (2007)
- Village of Arlington Heights Bicycle Policy Plan (1996)

2.1. Key Findings

The following are key conclusions regarding the recommendations of existing plans, studies and reports that help guide the Village with an emphasis on improving pedestrian and bicycle mobility. Moving forward in the planning process, these key findings will help shape and inform the Plan's recommendations.

- *The Village has created many plans that have been used to help implement several recommendations.* The Village of Arlington Heights has a long history of creating long-range planning documents that have been used successfully to help guide growth and redevelopment.
- *According to some BPAC members there is a need for more emphasize on biking and walking elements in major planning and policy documents.* It is important to note that the Village and BPAC has a history of creating specific stand-alone documents that were created with a focus on planning for and improving walking and biking throughout the community. In addition, according to Village staff, municipal planning documents incorporate the Bicycle Plan by reference. The Village includes sidewalk improvement projects in their five year capital improvement plan. This illustrates a financial commitment by the Village to maintain and improve the pedestrian environment as funds become available.
- *In addition to the Village, a number of other public agencies have created trail plans in the community and the region.* A number of agencies have completed larger regional bikeway plans that traverse through Arlington Heights including the Northwest Municipal Conference and CMAP.
- *The Village produces a Bikeways Map.* The map was last updated in 2014. It includes existing recommended routes, planned routes, potential routes, Village roads, key destinations and bicycle safety rules. It is updated periodically (approximately every 1-3 years) by the Village and AH BPAC.

2.2. Summary of Previous Plans, Studies and Reports

2.2.1. Capital Improvement Program 2015-2019 (2014)

http://www.vah.com/assets/1/finance_department/oo_2015B-2019_CIP_Executive_Summary.pdf

The Village's Capital Improvement Program (CIP) is a financial planning, budgeting, and management

tool that identifies public facility, infrastructure, and equipment replacement and repairs, and schedules these requirements for funding and implementation. The CIP consists of a review process leading to the development of two products: 1) a capital improvement plan, and 2) a capital improvement budget.

The proposed 2015 capital improvement budget totals \$15.3 million, and the proposed five-year capital improvement plan totals \$118.3 million. The Village's street resurfacing, rehabilitation, and sidewalk programs remain as key components of the CIP, with nearly 50% of the proposed 2015 capital budget expenditures designated for these programs. It should be noted that the Village is changing its fiscal year, and the first full year of this change will be 2016. The 2015 year will be an eight month transition year running from May 2015 through December 2015. Even though 2015 is a shorter year, a vast majority of the proposed capital projects are completed during the warmer months. As such, capital project totals for 2015 will be fairly consistent with the other plan years.

The Capital Projects Fund accounts for a variety of capital improvement projects including road improvements, sidewalk repair/replacement, operational equipment, traffic signals, and other miscellaneous projects. Financing for this fund is provided primarily by property taxes, a one-quarter percent (1/4%) home rule sales tax, and grant revenues. Over the last ten years the cost of the Village's street resurfacing and rehabilitation programs have increased at a rate faster than inflation due to the rising cost of oil, a key ingredient in asphalt. As a result, developing a proposed spending plan for the Capital Projects and MFT Funds continues to be challenging each year.

Implications for the Bicycle and Pedestrian Plan

Over the next five years the Village is budgeting over \$1.8 million in sidewalk and curb replacements and approximately \$250,000 for paver brick maintenance. The Sidewalk and Curb Replacement and Paver Brick Maintenance projects reflect the Village's ongoing efforts to repair offsets and cracks, and to reduce

the Village's liability exposure. In order to address several streetscape areas in the downtown that require significant reconstruction, the majority of the funding for the annual sidewalk replacement program is proposed to be used for brick paver work in the eight month period ending December 2015 and during 2016. These areas have not seen significant work since they were installed a number of years ago. As part of these streetscape projects, staff recommends that pricing be requested for some alternative designs to the present cross section, which consists of paver bricks set over compacted sand and gravel. Routine resurfacing and reconstruction projects may present opportunities for bicycle and pedestrian facilities and improvements. In addition, resurfacing of Village roads that serve as designated bike routes would, in and of itself, improve rideability.^{2.2.2.2.}

Village's Bikeways Map (2014)

http://www.vah.com/assets/1/boards_and_commissions/Bike_Map_2014_North.pdf

http://www.vah.com/assets/1/boards_and_commissions/Bike_Map_2014_South.pdf

The Village has a Bikeways Map that includes existing routes, planned routes, potential routes, key destinations and the rules of the road. The information included on the map, especially the existing and future routes will be used as a basis for the creation of the new Bicycle and Pedestrian Master Plan.

Implications for the Bicycle and Pedestrian Plan

Moving forward additional analysis will be conducted to determine if proposed routes should be removed, or if there are new routes that should be considered as part of the new Plan.

2.2.3. Village's Complete Streets Policy (2013)¹⁴

In 2013 the Village Board adopted a Complete Streets Policy. As stated in the Village's policy, Complete Streets can be achieved through network level improvements, through integration into single-location projects, or incrementally, through a series of small

¹⁴ The Village Complete Streets Policy is attached as Appendix A.



improvements or maintenance activities. Decisions regarding the public right-of-way should promote use by pedestrians, bicyclists, public transit and motor vehicles, in a safe and effective manner taking into account the surrounding community context and land uses. Through the Policy, the Village strives to create a comprehensive, integrated and connected network of transportation options for all modes of conveyance, designed and operated to enable appropriate and safe access for all users.

The National Complete Streets Coalition, which tracks and rates policies nation-wide, gave Arlington Heights' policy a score of 69.6 (out of 100 possible points). This score places the Village policy 53rd out of 131 municipalities in the category for "Municipal Policies Adopted by an Elected Board."¹⁵

Implications for the Bicycle and Pedestrian Plan

The policy states that staff will fully incorporate Complete Streets into budgeting processes, work plans and staffing projections and consider Complete Streets as one of the priorities in roadway planning and funding decisions. To the extent that relevant roadways are under the jurisdiction of an agency other than the Village, staff will provide such Complete Streets technical assistance as is accepted by the other agency. Staff will also prioritize the safe movement of pedestrians, bicycle and public transportation traffic in decisions regarding the use of limited public right-of-way, with consideration given to roadway context and land use. The Bicycle and Pedestrian plan currently under development will help identify locations and corridors where Complete Streets and the accommodation of non-motorized users should be a high priority.

2.2.4. Hickory and Kensington Area Plan (2013)

http://www.vah.com/assets/1/planning_department/HickoryKensingtonPlan.pdf

The purpose of the Plan was to provide an analysis of current conditions and propose what the future may look like for the Hickory / Kensington Area. The 35 acre area is located just east of downtown, bounded

on the north and south by Miner Street and Northwest Highway, and on the west and east by Belmont and Dryden Avenues. The Plan takes into consideration Village Land Use, Housing and Economic Development Goals and Policies, trends in development, and recent new development in the area. Much of the area has either redeveloped or is in the process of redeveloping, with the exception of the middle or core area. Given the condition and age of buildings, tax revenue, and development in the area and the area's proximity to Downtown, it is recommended that the Core area be redeveloped as mixed commercial and residential use in order to enhance the tax base, provide additional housing opportunities based on market needs for the Village, and build upon recent new development in the area. Development standards are proposed which guide future development in order to create a new, vibrant mixed use neighborhood.

The timing of development will depend on many factors, including whether or not a property owner wishes to sell their property, and market and economic conditions. Therefore implementation can take many years. The Village approved a Tax Increment Financing District to stimulate development of the area in July 2014.

There are currently 20 businesses in the Core area that would be impacted by redevelopment, several of which could be included in new development such as retail uses or office uses. One major business, Dana Molded Products, recently moved their operations thus vacating 68,000 square feet. There are a few other vacancies of older buildings as well. Auto related uses would likely need to relocate, as would Heller Lumber. Many of the business owners own their land as well. As with any redevelopment effort, the Village should work with existing businesses to assist with relocation as necessary.

Implications for the Bicycle and Pedestrian Plan

An enhanced street network will not only increase connectivity, but it will also provide enhanced pedestrian experiences with wider sidewalks, decorative light fixtures, seating areas, plaza spaces, landscaping and parkways. The current sidewalks

¹⁵ See <http://www.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2014.pdf>.

in the core area are not designed for a positive pedestrian experience given the age and uses in this area. New development shall provide for sidewalks pursuant to the cross sections for each street delineated. A sidepath along the west side of Douglas Avenue, between Kensington Road and Miner Street, has been constructed within the plan area to provide a north-south bikeway, connecting to the existing east-west bike route along Miner Street. Curb extensions and stamped concrete should be used to further delineate pedestrian walkways. Decorative bike racks shall also be provided in visible locations throughout the Plan area.

2.2.5. Village of Arlington Height’s Comprehensive Plan (1997) and Future Land Use Map Update (2013)

http://www.vah.com/assets/1/planning_department/ComprehensivePlan.pdf

<http://www.vah.com/assets/1/maps/mapsCompPlan.pdf>

The Village’s current Comprehensive Plan is nearly 20 years old and is currently in the process of being updated.

Implications for the Bicycle and Pedestrian Plan

The Village’s Comprehensive Plan includes a number of goals and policies that pertain to bicycle and pedestrian infrastructure. Some of its key goals and policies related to the bicycle and pedestrian plan include:

- Maintain a self-sustaining community where people may reside, pursue education, earn a living, shop and enjoy their leisure time.
- Preserve and enhance nature and the existing environment
- Exercise due regard for the goals of neighboring communities and other governmental units in planning activities
- Research the possibility of selected redevelopment [along] opportunity corridors [near]...adequate access to public transportation and/or major intersections

- Protect the environment and provide adequate resources for active and passive recreation
- Encourage additional new types of parks and recreational facilities such as linear parks, vest-pocket playgrounds, neighborhood squares, pedestrian and bicycle paths
- Minimize conflict between vehicular and pedestrian traffic
- Provide for safe bicycle traffic, preferably separated from vehicular traffic
- Promote diversity and concentration of use in the downtown core [and] create a quality pedestrian environment downtown

2.2.6. Village’s Thoroughfare and Transportation Policy Plan (2012)

http://www.vah.com/assets/1/planning_department/11-16__Thoroughfare_and_Transportation_Plan_FINAL_small.pdf

Adopted in 2012, the Thoroughfare and Transportation Policy Plan outlines remedies for and coordinates the maintenance and development of the Village’s thoroughfare network, including transit projects. Thoroughfares are public right-of-way corridors within which the public streets, parkways and sidewalks accommodate personal and commercial vehicles, pedestrians, bicyclists, and some forms of public transportation making travel across the community and to other areas of the region possible. The layout and design of the thoroughfares, along with transit options such as Metra and Pace, form a network which is the basis of the transportation system in Arlington Heights. The thoroughfare network is not static, it responds to changes in population, employment and land use in the Village. The constant evolution of the thoroughfare network is a source of both conflict and opportunity in the development of the Village.

Plan Objectives

- Provide traffic capacity where needed and in advance of need, if possible;
- Support public transportation improvements when such improvements benefit the Village of Arlington



Heights.

- Identify thoroughfare and transportation improvements and the implementation strategies needed to achieve needed improvements.
- Establish a hierarchy of street functions in the Village.
- Improve the thoroughfare environment with the use of visually appealing traffic signs and signals, street lights, landscaping and other street furniture throughout the Village.
- Provide uniformity for any thoroughfare improvements and traffic control across the Village.
- Minimize the conflict between pedestrians and vehicular traffic.
- Encourage public participation in planning thoroughfare network improvements.
- Review traffic calming measures, and technological advancements to determine if adjacent property owners concerns regarding traffic operations along their residentially developed streets can be collaboratively addressed.

Implications for the Bicycle and Pedestrian Plan

Lake-Cook Road is specifically recommended to have Pedestrian/Bicycle count down signal heads installed on it at Wilke Road in order to connect the Village's bicycle network with the larger regional bicycle system and connect with Lake County.

Other key recommendations focused on improving the pedestrian and bicycle system include:

- Utilization of traffic calming measures
- Installing street furniture in accordance with approved area plans.
- Providing bicycle features as recommended by the Village Bicycle and Pedestrian Advisory Commission.
- Consider additional control at intersections near schools or parks where increased pedestrian protection may be needed, or to discourage traffic on local residential streets where an engineering study shows that through traffic is creating unusual circulation and safety problems.

- Mark pedestrian crossings as determined by an engineering study and grade separations may be required if sufficient pedestrian volumes and safety considerations exist.

2.2.7. Northwest Highway Bicycle Facility Plan (2012)

<http://www.nwmc-cog.org/Transportation/Documents/NWHighwayBikePlan.aspx>

The Northwest Highway Bikeway Corridor is a 20-mile long proposed conceptual bikeway route running roughly parallel to Northwest Highway and the Union Pacific-Northwest Metra Line between the City of Park Ridge and the Village of Barrington. The greater Northwest Highway corridor connects the Fox River (and the Fox River Trail) with the City of Chicago, spanning eleven municipalities including the Village of Arlington Heights. Adaptation of the corridor as a bike route is a priority for the Conference and is described in the Northwest Municipal Conference (NWMC) 2010 Bicycle Plan. This plan acts as a guide for planning and implementing bicycle facilities in the Conference service area. At the time of the report only 10% of the proposed bikeway system in this nearly 20-mile long corridor was completed. However, existing facilities are not contiguous, making convenient bicycle travel in the corridor difficult. These sections are a combination of on-street lanes, off-street bike paths, and signed on-street bike routes.

Implications for the Bicycle and Pedestrian Plan

There are 19 proposed segments in total, intended to take advantage of existing on-street and off-street facilities along the corridor. Five segments of the corridor are planned to cross Arlington Heights in various forms, totaling 22,342 linear feet, or 4.23 linear miles. These facilities include a sidepath, traditional bike lane, marked shared lane (aka 'sharrows'), a rail-with-trail (i.e., a sidepath within or near the rail line ROW), and marked shared lanes through the Arlington Park Metra station's parking lot. For graphics illustrating the segments and the facility types within Arlington Heights, see pages 22-23 of the plan. The number of proposed segments in Arlington Heights would make up approximately one quarter of the total

number of planned segments along the entire bikeway corridor. The total planning level cost estimates for the five segments within Arlington Heights is approximately \$1.5M.

Also, within the Village of Arlington Heights there are twelve described alignment segments or intersections, most of which do not have barriers or concerns. There are however crossing concerns noted at the intersection of the Union Pacific Railroad and Wilke Road. Also, at the intersection at Euclid Avenue the potential path route along the south side of the Northwest Highway may not be feasible with the railroad tracks immediately adjacent to the IDOT right-of-way. Through the Union Pacific/Illinois Department of Transportation right-of-way, on the south side of the Northwest Highway, there is a need for more coordination with Metra for installing the path in and around the existing parking lots. Finally, at Davis Street there is a possible extension of side path or on-street facility from Sigwalt Street to Arthur Avenue.

The recommended “rail-with-trail” occurs in Arlington Heights where the bike trail would be located between automobile travel lanes and railroad tracks. The bike path is recommended to be 12’ wide, striped on the outside edges and is buffered on either side. The buffer is 5’ wide where the trail is next to a lane of traffic. The bike trail may be located on railroad ROW and, if so, would require cooperation of the adjoining railroad and IDOT. If possible, the bike trail should be located outside the railroad ROW to avoid railroad safety and liability concerns.

2.2.8. North and Northwest Cook County Bicycle Signage Plan (2012)

<http://www.nwmc-cog.org/Transportation/Documents/BicycleSignagePlan.aspx>

The signage plan recommends a network of wayfinding and destination signs in a series of regional bicycle corridors. Uniformity, legibility and adherence to existing standards are among the elements to consider when determining the appropriate wayfinding sign design for the NWMC.

National, state, and local standards, along with local input, should guide the development of signage design.

Implications for the Bicycle and Pedestrian Plan

The NWMC signage plan can be used by member municipalities such as the Village of Arlington Heights when implementing segments of their own local bikeway networks/routes. The purpose of the plan is to provide bikeway signage and guidance that is consistent across municipal boundaries and, if possible, to allow individual, municipal branding of existing longer distance corridors with special sign designs. The NWMC plan provides overall network design and recommended individual sign designs that are MUTCD-compatible. It also proposes some high tech details like incorporating a website address and smart phone technology on the signs to give riders more information about the full network.

2.2.9. Northwest Municipal Conference Bicycle Plan (2010)

<http://www.nwmc-cog.org/Transportation/Documents/2010NWMCBikePlan.aspx>

The NWMC hired the Active Transportation Alliance to work with NWMC staff and the Bicycle and Pedestrian Committee to prepare a Bicycle Plan. The purpose of the plan was to integrate, build on, and expand upon the groundwork already laid on bicycle planning in the north and northwest suburban municipalities. Goals for the Plan included a more detailed corridor analysis, implementation strategies for regional bicycle facilities, creating bike safety, education and encouragement programs, installing regional signage, and pursuing grant opportunities. In addition, this Plan sets a precedent for local communities to prepare and adopt their own bicycle plans.

Implications for the Bicycle and Pedestrian Plan

In addition to outlining best practices for regional bicycle planning and policy, the Plan provides “corridor snapshots” of all ongoing greenway projects. The greenway corridors that would affect Arlington Heights include Dundee Road, Glenview/Central/Algonquin, Golf Road, Northwest Highway, and Willow



Road. The Plan puts significance on the importance of Northwest Highway and Willow Road in the regional bicycle network.

2.2.10. Northeastern Illinois Regional Greenways and Trails Plan (2009 Update)

<http://www.cmap.illinois.gov/mobility/walking-and-bicycling/greenways-and-trails>

Led by the Chicago Metropolitan Regional Planning Agency (CMAP) the Greenways and Trails Plan provides a guiding vision for a regional greenway and trail network in the seven-county Northeastern Illinois region. The officially adopted Northeastern Illinois Greenways and Trails Plan is a long-range, multi-jurisdictional plan which envisions a network of trails and greenways across northeastern Illinois. The plan includes conceptual alignments along with existing greenways and trails. The plan is used extensively by local and county governments, trail users, environmental agencies and organizations, and corridor councils. The map and plan serve as a basis for planning and programming funding for greenways and trails, as a framework and guide for making connections between communities and other greenways and trails, and as a consideration in major infrastructure investment decisions. Key recommendations include:

- Expand the region's efforts to protect, restore and utilize water-based greenways
- Improve the effectiveness and use of trails as transportation corridors and as recreational opportunities
- Expand the existing regional trail system and create linkages
- Improve the transportation benefits of trails, recognizing that trails serve a dual function of both recreation and transportation
- Sustain and strengthen the funding base for trails and greenways
- Continue the tradition of innovative trail and greenway planning
- The Greenways and Trails Plan offers a vision of

continuous greenway and trail corridors linked across jurisdictions, contributing to the development of better transportation, scenic, ecological and recreational opportunities for communities across the Chicagoland region. It also furthers the livability and mobility agendas of GO TO 2040, metropolitan Chicago's first truly comprehensive regional plan.

Implications for the Bicycle and Pedestrian Plan

Four regional green corridors are shown in the Trails and Greenways Plan within the Village of Arlington Heights. These are described in more detail in **Chapter 5**, below.

2.2.11. STAR Line Master Plan (2009)

http://www.vah.com/assets/1/planning_department/Starline_Master_Plan_Book_June_2009.pdf

The Suburban Transit Access Route (STAR Line) was proposed to connect nearly 100 communities in the Northwest, West, and Southwest suburbs. The STAR Line plan area was approximately 85 acres generally bounded by Interstate 90 to the south, Algonquin Road to the north, Arlington Heights Road to the west, and properties fronting Clearbrook Drive to the east. The acquisition of the EJ&E railroad by Canadian National Railroad has increased freight service on the CN. Due to the increase in freight service, in order to run a commuter rail service, additional railroad tracks would be necessary.

Implications for the Bicycle and Pedestrian Plan

At this time there has been no advancement of the STAR line. However, should this project move forward, the Village should work with the relevant authorities and agencies to include pedestrian and bicycle access and accommodation. The proposed station in vicinity of I-90 and Arlington Heights Road, which calls for access from both the south (Elk Grove Village) and the north (Arlington Heights), would therefore offer an opportunity to provide a safe and convenient non-motorized crossing of I-90.

2.2.12. Downtown Master Plan (2007)

http://www.vah.com/assets/1/planning_department/Downtown_Master_Plan.pdf

The 2007 Downtown Master Plan builds on the significant growth of the downtown area since the 1980s and sets 97 specifications for the future development of the central business district in Arlington Heights. A Master Plan Task Force was appointed in 2004 to update the 1987 Downtown Master Plan. The Task Force completed the Plan after a two year planning process that included: multiple site visits, a real estate forum, thirty-one public meetings, two design charrettes, ten focus groups, and over 325 telephone surveys.

The Plan envisions “a downtown that is recognized as the business, cultural, and entertainment heart of Arlington Heights – offering a thriving business climate, a sense of community and residential pride and is viewed as a desired destination for all residents of the Northwest suburbs.” It strives for continued viability, planned growth, and preservation of the elements that make for a diverse, attractive downtown area.

The Plan recommends leveraging Tax Increment Financing (TIF), Special Service Areas, and sales tax revenue to finance the improvements, as well as a reduction in allowable building height to seventy feet with bonuses for incorporation of desirable urban design elements. In addition, findings from the market research indicate that the Village could greatly benefit from additional retail on the south side of Downtown, particularly national and regional retailers.

Implications for the Bicycle and Pedestrian Plan

One of the main objectives in the Downtown Plan recommends that has implications for the Bicycle and Pedestrian Plan is to create a “quality pedestrian environment” with additional planters, new benches and trash receptacles, brick paver crosswalks, extended sidewalks at selected corners, a new mid-block pedestrian promenade, decorative street lights, new street signs and other special corridor treatments.

However, the Plan makes little mention of existing or proposed bikeways and instead focuses on enhancing the pedestrian experience downtown.

2.2.13. Village of Arlington Heights Bicycle Policy Plan (1996)

A policy outcome of the Village’s Bicycle Advisory Commission, the Bicycle Policy Plan of 1996 is an update of the Village’s original 1989 Bicycle Policy Plan. The Plan consists of the following key sections:

- **Bicycle Transportation Policies:** The opening chapter sets forth the Village’s policies toward the development of a local bicycle system and an action agenda.
- **Bicycle Transportation Improvement**
Recommendations: programming device for bicycle transportation improvements.
- **Implementation:** processes and tools to put policies to work.

The Policy Plan not only includes planning for bicycle facilities (such as bike lanes, bike paths, and bike parking) but also advocate inter-jurisdictional coordination, intermodal connections, safety and bicycle law enforcement, public information about the benefits of bicycling, and education programs for bicyclists and motorists. Most funding for bicycle improvements, according to the Plan, is to come from the Village and Park District, in addition to limited donations, and private, regional and federal funding sources. Implementation strategies include the creation of an official Bicycle Plan Map, subdivision control mechanisms, zoning regulations, Capital Improvement Program (CIP), and the Village’s Sidewalk Policies.

Implications for the Bicycle and Pedestrian Plan

Although the Bicycle Policy Plan is nearly twenty years old and that it is outdated in terms of its recommendations, the Policy Plan still shows the Village’s long history of planning for, and support of, bicycle facilities throughout the community.



Page left blank intentionally



Chapter 3 COMMUNITY OUTREACH





Chapter 3: Community Outreach

A key goal of the Arlington Heights Bicycle and Pedestrian Plan is to encourage comprehensive community engagement and participation throughout the plan making process.

To this end, the project will gather a variety of input from community members about existing challenges and opportunities and cohesively develop a shared vision to improve bicycle and pedestrian travel in Arlington Heights. To ensure a broad and diverse stakeholder representation, the community engagement process has entailed close coordination with the Steering Committee, Village representatives, residents, and other stakeholders. It is important to keep in mind that these are opinions expressed by a variety of stakeholders including residents, meeting attendees, and online survey takers.

3.1. Key Findings:

- **Stakeholders see the lack of crosswalks and bicycle and pedestrian signals as an impediment to users.** Many participants stated that there was a desire for more pedestrian crosswalks with proper signage and signals. Numerous locations for new crosswalks and/or improvements to existing crosswalks that were noted by participants are illustrated on Figures 3.2, 3.3, 3.4, and 3.5.
- **There is a need for improved maintenance of roadways and streets to facilitate traveling conditions.** Although overall the Village has quality streets and sidewalks, participants did note that there were some poor roadway and street conditions. See Figures 3.2, 3.3, 3.4, and 3.5 for streets that were mentioned.
- **Community outreach and education on bicycle and pedestrian travel is a key opportunity to improve safety and enjoyment.** Many participants noted the need to improve outreach and education to pedestrians, bicyclists and motorists especially regarding “rules of the road”.
- **Stakeholders identified key community destinations that they would like to see become more accessible**

for bicyclists and pedestrians. Residents recognize the community’s strengths and would like to take advantage of these resources by traveling on connected routes and streets. Key destinations and issues that were identified in stakeholder interviews and focus group meetings are illustrated on Figures 3.2, 3.3, 3.4, and 3.5.

- **Participants noted a desire for more bicycling facilities.** Stakeholders noted a desire for an increased number of bicycling facilities along bicycle and pedestrian routes and within the Downtown. Facilities include signage, bicycle parking, crossings, and routes.
- **Residents of Arlington Heights showed a strong interest in bicycle and pedestrian planning and online engagement has been extremely successful.** Over 1,000 residents participated in the online survey. The online survey likely captured a variety of input from potentially harder-to-reach residents who might not otherwise be able to provide feedback.

3.2. Overview of Activities

CMAP staff conducted and attended various outreach activities to engage community members who may not regularly participate in important decision making processes and give them the opportunity to share their input and guide the development of the plan. Beginning in June 2014, a variety of community engagement opportunities took place to help determine existing conditions for Arlington Heights, including interviews with key stakeholders, small group workshops, public meetings, and an online survey. This chapter highlights CMAP’s engagement activities and feedback received to date. Public engagement activities will continue throughout the planning process, engaging underrepresented or harder to reach stakeholders and documenting the bicycle and pedestrian strengths, challenges and opportunities that exist in Arlington Heights.

Participation Summary

Activity	Number of Participants
BPAC Meeting	7
Key stakeholder interviews	9
Arlington Heights Bicycle Club Workshop	15
Bike Tour Audit	10
Online survey	1,091
Senior Citizens Commission Workshop	8

Source: CMAP 2015

3.2.1. Steering Committee

The Steering Committee for the Arlington Heights Bicycle and Pedestrian Plan is the Bicycle and Pedestrian Advisory Commission (BPAC), whose intent and purpose is to “assist in the development of comprehensive plans for bikeways within Arlington Heights”. The Steering Committee for this plan is tasked with providing assistance and guidance in the development of the plan, providing input on existing issues and opportunities based on their institutional knowledge, and reviewing plan documents. The Steering Committee members include:

- Peter Szabo, Chair
- Jim Daley
- Paul Danko
- Juergen Juffa
- Ruth Kee
- Alan Medsker
- Michael Walczak

The first Steering Committee meeting was held on June 16, 2014 at Village Hall during a regularly held commission meeting. Attendees included the BPAC as well as CMAP staff. The meeting allowed CMAP staff and Village officials to describe the process of creating the Bicycle and Pedestrian Plan, as well as to solicit input from the steering committee regarding current bicycling and pedestrian condition. The Committee was asked to think about and identify:

- main challenges to bicyclists and pedestrians in Arlington Heights
- specific projects that could address these challenges
- general strengths of the community’s bicycling and pedestrian environment

The Steering Committee identified concerns about bicyclist and pedestrian safety, specifically near large and busy roads and intersections, as well as poor connectivity between existing bicycle and pedestrian routes and natural areas throughout and near the Village. Other issues identified included lack of traffic signage, poor roadway and street conditions, and

lack of motorist and bicyclist safety education. The Steering Committee members were optimistic about projects that would improve pedestrian and bicycling conditions, specifically referencing improvements at major intersections. Other potential projects identified included additional and better maintained bicycle parking and facilities, safer bicycle routes, and conducting a survey of the most common bicycle and pedestrian destinations. The group identified a few key strengths including a walkable downtown, strong core bicycle routes, and a well-connected street grid with safe neighborhood streets parallel to major roads.

3.2.2. Village-wide bicycling and walking audit

A bicycle ride audit of the community was conducted on September 8, 2014. Attendees included CMAP staff, BPAC members, and Village staff. The purpose of the audit was to see and experience the Village from a cyclist and pedestrian’s point of view and to learn, first hand, about the conditions, issues, and opportunities for cycling and walking in the Village. This served as an opportunity to look at areas or locations that present either issues or opportunities.

The audit covered approximately 25 miles of the Village (however some portions of the route went into neighboring Rolling Meadows and Mount Prospect), and another 5 miles along the Busse Woods Bike Path as seen in Figure 3.1. The following is a list of stops made at key destinations including:

1. Arlington Park Racetrack and Metra station
2. Westgate Elementary School
3. Northwest Community Hospital
4. Busse Woods Bike path
5. Vanguard Alternative High School
6. Dryden Park and Elementary School
7. Pedestrian underpass (under rail line, at Douglas/Davis/Kensington)
8. Recreation Park
9. Village CycleSport
10. Hersey High School
11. Lake Arlington



12. Buffalo Grove High School

13. Cooper Elementary School

14. Nickol Knoll Park and trail

Generally, the bicycling and walking audit of the Village and nearby areas supported and confirmed issues and opportunities identified and described in the BPAC meeting. Some of the key challenges observed entail difficulty crossing arterial roads and intersections.

Figure 3.1: Bike Tour



3.2.3. Key person interviews

On September 9 and September 29, 2014, CMAP staff conducted in person and telephone interviews with 9 stakeholders representing different interests and perspectives regarding bicycle and pedestrian travel in Arlington Heights. Interview questions were designed to understand the unique set of issues faced by each stakeholder and identify opportunities to capitalize upon in the near and long term. The interviewees

were given the option to review and submit additional comments, ideas, and suggestions after the meeting via an electronic map of the community. Interviews were conducted with representatives from the following institutions in Arlington Heights:

- Senior Citizens Commission
- Lake Arlington
- Public Works Department
- Police Department
- Planning and Community Development Department
- Park District

Across the board, the main concerns shared by stakeholders related to bicycle and pedestrian travel and potentially unsafe traveling conditions along and across major, busy arterial roads such as Hintz Road and Northwest Highway, due to a lack of sidewalks and/or safe, convenient, and clearly marked crosswalks. Stakeholders expressed frustrations regarding the level of safety for bicyclists and pedestrians on high-speed roads with heavy automobile traffic in conjunction with all users not following the rules of the road. Other challenges noted by stakeholders included a need for more traffic signals, bicycle facilities, increased connections between residential areas and community facilities, and improved roadway conditions.

The stakeholders expressed interest in seeing clean and clearly marked routes and pathways and up-to-date information (i.e. interactive online map) on bike routes to destinations for residents, commuters and visitors. Also, some stakeholders noted that village and local businesses should work together to establish programs that encourage employees to bike or walk to work, but first must create efficient routes and passages, connectors, and bicycle facilities to accommodate their needs. Stakeholders noted several opportunities to establish improved crosswalks such as timed traffic signals to encourage pedestrian and bicycle travel on streets such as Kennicott Avenue, Windsor Drive, Schoenbeck Road and Frontage Road. Many stakeholders also expressed interest in developing collaboration between bicyclists and

pedestrians to better understand the needs of all users and be able to address their needs and concerns moving forward.

3.2.4. 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.

The meeting was kicked off with an introduction of the project by the CMAP team. The members in attendance were asked to individually answer the following two questions and share their answers as a group.

- *What issues or concerns do you have regarding bicycling and/or walking in the Village of Arlington Heights?*
- *From all of the issues we've discussed, what are your top three issues (in order of importance)?*

Next, participants were divided into two smaller groups. Each group was provided aerial maps of the Village (Figure 3.2, 3.3, & 3.4) and was asked to mark on the maps where there were specific issues, and also where they would like to see improvements made.

The top issues cited by Bicycle Club members focused naturally on bicycle issues, however, some pedestrian issues were also discussed. The following is a summary of the input received. If exact or general locations were noted, they are also illustrated on Figures 3.2, 3.3, and 3.4)

Top Club issues

- Desire improved crossings of arterial streets
- Need for better community outreach and education
- Add more bike friendly traffic lights
- Better enforcement of the laws

- Improve poor road conditions and potholes
- Add more on-street bike lanes
- Add more off-street bike paths
- Add more bikeway signage and markings
- Clear line of site areas and obstructions
- The downtown is not as bike friendly as it should be
- There is a need for more bike racks

3.2.5 The Senior Citizens Commission Workshop

Members of the Senior Citizens Commission (SCC) were introduced to the project and engaged in the planning process during the October 20, 2014 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 are no problems with bicycle and pedestrian travel in the Village.

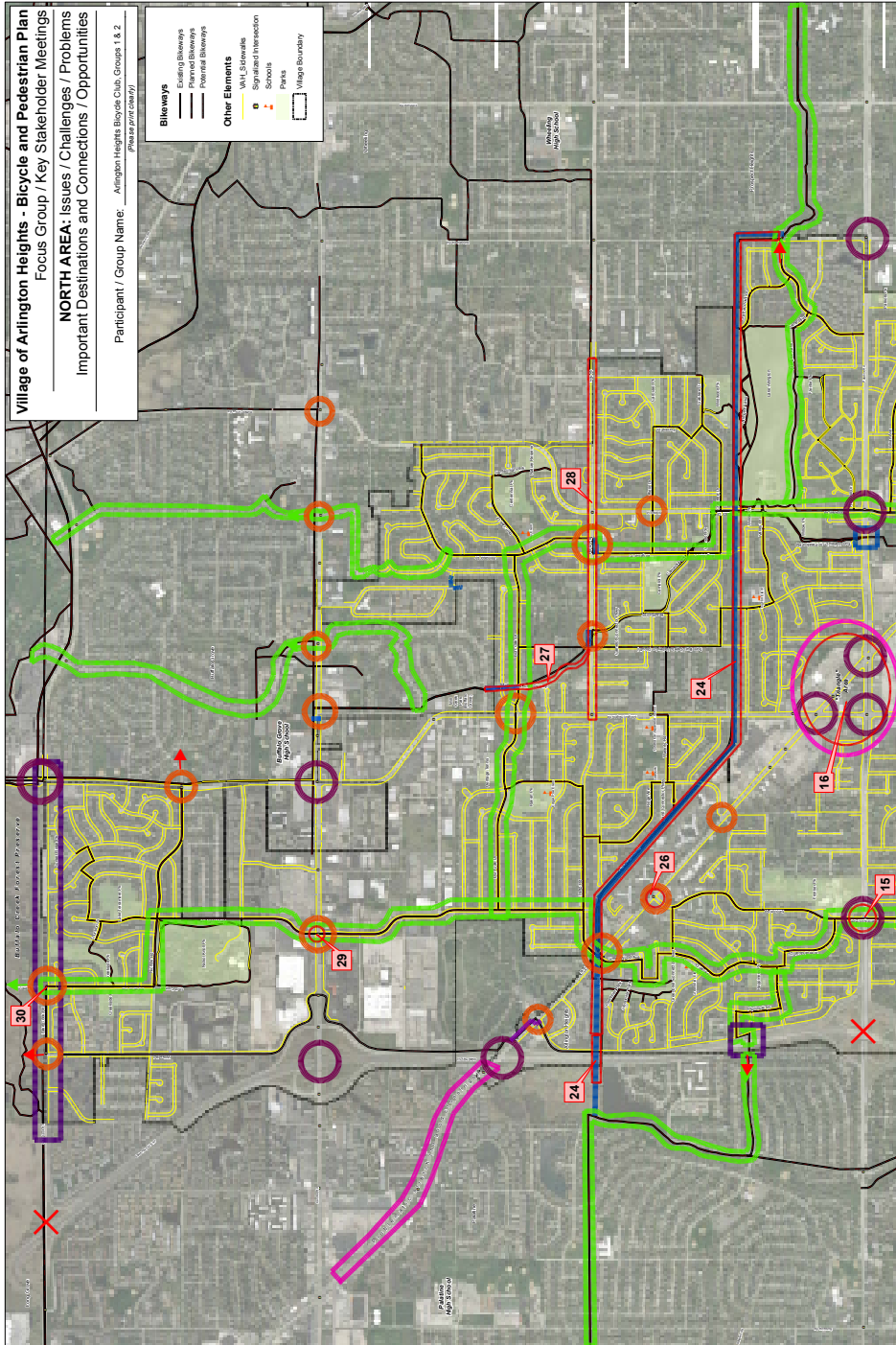
SCC walking issues

- The top issues and challenges cited by participants for walking in the Village of Arlington Heights referenced concerns about sidewalk conditions and the far walking distances to destinations. Pedestrian issues noted by seniors at the meeting are listed below (ranked by the number of times each was mentioned):
- In general, Village sidewalks are in bad condition - no exact sidewalks mentioned (2)
- It's too far to walk to my destinations - no destination mentioned (2)
- It doesn't feel safe to walk (1)
- Lack of lighting along paths - no path mentioned (1)
- Large busy road and intersections deter me from walking - no exact road mentioned (1)
- There are no sidewalks for me to walk on - no location mentioned (1)

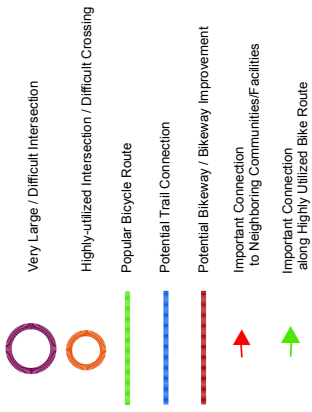
SCC biking issues

- When asked about issues related to biking in

Figure 3.2. Northern Sector Comments



CHALLENGES / ISSUES	DESTINATIONS / CONNECTIONS	OPPORTUNITIES / OTHER CONCERNS OR IDEAS
<ol style="list-style-type: none"> 1. Intersection of Schaefer and Lake Cook Rd. is highly utilized by cyclists but very difficult to cross. 2. Intersection of Kennicott and Dundee needs a bike- and ped-friendly (actuated) signal, and other intersections on Dundee need push buttons. 3. A number of large arterials in and on border (IL-53) of northern sector act as barriers to walking and cycling. (Hintz Rd., east of Arlington Heights Rd., Rand Rd., Dundee Rd, and, above all, Lake-Cook and Palatine Rd.) 4. Signalized crossings of major arterials typically either do not, or only minimally, accommodate pedestrians/bicyclists, and are often far apart. 5. Poor condition of some roads and sidewalks. 6. Sidewalks on-curb along high-traffic, high-speed arterials are uncomfortable and unsafe. 7. "Triangle" area (Rand, Palatine, Arlington Hts. Rd) is nexus of large roads and auto-oriented development/land use that is very pedestrian and bicycle unfriendly. 8. Accessibility issues in "Triangle" area and at Rand Rd. and Kennicott crossing, which provides pedestrian access to Stonebridge multifamily development. 9. Snow plowed onto sidewalks and bikeway "cut-throughs". 	<ol style="list-style-type: none"> 1. Lake Arlington Park and Path. 3. Various parks and schools. (Frontier Park and Camelet Park are both major parks and community centers. In addition, Buffalo Grove, Palatine, and Wheeling High Schools are located in this sector.) 4. Neighboring communities, their existing and planned bikeways – including Palatine Trail and path network, Buffalo Grove Bikeway network, Prospect Heights Bike Path, and Buffalo Creek Forest Preserve and Path. 5. Service sector/retail employment center along Rand Rd. and commercial industrial employment area north of Dundee near IL-53. 6. AH Bicycle Club ride routes in communities north of AH. 	<ol style="list-style-type: none"> 1. COMED ROW, which spans Village and connects to neighboring community path systems and incorporates/includes Lake Arlington. needs to be improved). 2. Good north-south route along Kennicott (though crossing at Dundee needs to be improved). 3. Safe way across IL-53 at Anderson, Wilke, Plymouth Dr. 4. Existing paths along creek and through neighborhood parks. 5. Potential underpass under Palatine Rd. at creek just west of Windsor Dr. Existing path on north side of Palatine Rd. leads to Lake Arlington. 6. Potential short segments of sidewalk at log in bikeways at Hintz Rd., connecting Brighton and Windsor; and on Hintz Rd., connecting Camelet Connector Pkwy path and Vista Rd. 5. Some wide roads/bike routes could easily accommodate striped bike lanes or sharrows – Windsor (which in some segments might be a candidate for road diet), Hintz (west of AH Rd; road diet to east), Dwyden, Thomas, Oakton, Ridge, White Oak, Sigwalt, Miner, Gregory, etc. 6. Improve / upgrade select intersections to better accommodate bicyclists and pedestrians -- medians, hybrid beacons, etc. 7. Locate additional potential bike routes in northern sector to cross major arterials & to connect important destinations.



Location-specific Comments:

- 15 "Kennicott is a wide & straight N-S street & a great crossing point for Palatine Rd. Signalized intersection, as well as a 'safe' stopping pad for cyclists." (P. Szabo, M. Walczak)
- 16 "Rand, AH, and Palatine roads have inconsistent sidewalks and unsafe crossings. Many destinations along each," and "All sidewalks and crossings in the Rand-Arlington Heights-Palatine 'triangle' should be examined and made accessible." (P. Szabo, M. Walczak)
- 24 "Bridge connecting utility ROW green space would be wonderful intercity trail system link." (P. Szabo/M. Walczak)
 Note: Under- or over-pass over I-90 would of course be an expensive, long-term project.
- 25 "Utility green space trail is a must for connecting Palatine and PH bike trails and paralleling Rand." (P. Szabo, M. Walczak)
 Note: Village has stated that the cost associated with moving in utility ROW, which is required by COMED, is prohibitive. However, Village has path in utility ROW in south-east corner of Village (between Algonquin Rd. and I-90, just west of Busse Rd.)
- 26 "There is a bridge and stairs leading to this light-stairs should be removed for a ramp (private property)." (P. Szabo, M. Walczak)
 Note: The bridge is on the east side of the creek, just west of the intersection leading to the Stonebridge development. As is, it is not ADA-compliant or bicycle-friendly.
- 27 "Mill Creek Park is a natural head for a bike trail following the creek toward Lake Arlington." (P. Szabo, M. Walczak)
 Note: Mill Creek Park is a natural head for a bike trail, but it is difficult to access. Mill Creek Park is in Buffalo Grove. Part of the ROW required would be within AHPD's McDonald Creek Parkway.
- 28 "Would like to see a study done on the feasibility of a road diet for Hintz."
 Note: Road diet (5 to 3 lanes plus buffered bike lanes) may be possible. ADT per IDOT (2010) in area is around 15,000. Functional Classification = Major Collector. Jurisdiction = Cook County (from A/R/C eastward).
- 29 "As a major north-south route, Kennicott needs accommodations for cyclists at Dundee."
 Note: Bicyclists signal-linger. Ped downtown signal. Potential bike boxes, and lanes along Kennicott.
- 30 "Lake Cook Rd needs a safe crossing." (P. Szabo, M. Walczak)
 Note: Signalization at Schaefer was fully recently studied and rejected by IDOT. Signal exists at White Oak crossing Lake-Cook there needs 'nowhere'. Potential for LCPD to make a connection and/or pave path in Buffalo Creek PT, which leads back to Schaefer Rd.

Figure 3.3. Central Sector Comments



Village of Arlington Heights - Bicycle and Pedestrian Plan
 Focus Group / Key Stakeholder Meetings
CENTRAL AREA: Issues / Challenges / Problems
 Important Destinations and Connections / Opportunities
 Participant / Group Name: Arlington Heights Bicycle Club, Groups 1 & 2
 (Please print clearly)

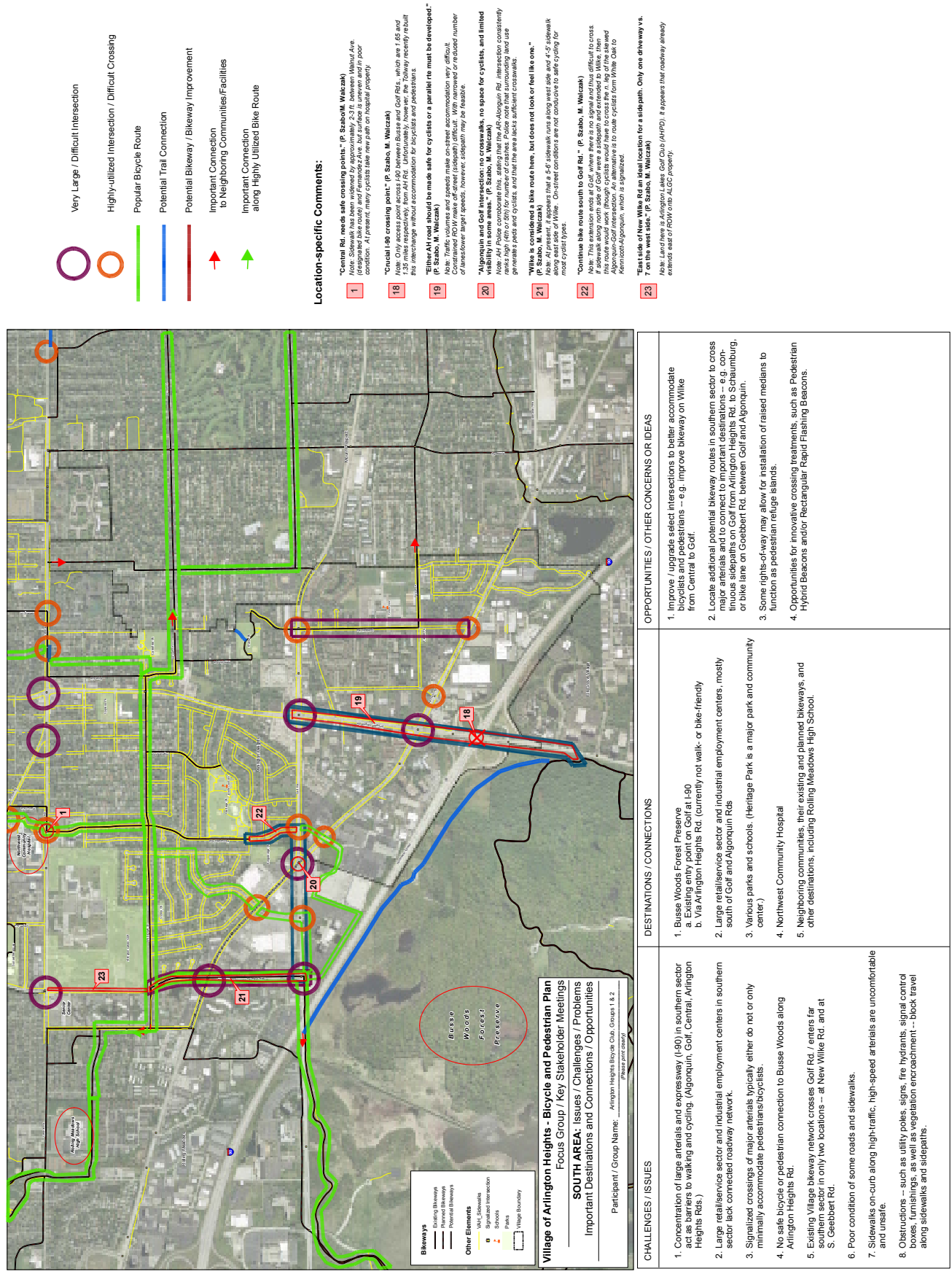
Legend:
 Existing Bikeways (Purple line)
 Planned Bikeways (Orange line)
 Other Elements (Green line)
 WM Showings (Blue line)
 Signalized Intersection (Red circle)
 Potential Trail Connection (Blue line)
 Potential Bikeway / Bikeway Improvement (Red line)
 Important Connection to Neighboring Communities/Facilities (Green arrow)
 Important Connection along Highly Utilized Bike Route (Purple arrow)
 Very Large / Difficult Intersection (Purple circle)
 Highly-utilized Intersection / Difficult Crossing (Orange circle)
 Popular Bicycle Route (Green line)
 Potential Trail Connection (Blue line)
 Potential Bikeway / Bikeway Improvement (Red line)
 Important Connection to Neighboring Communities/Facilities (Green arrow)
 Important Connection along Highly Utilized Bike Route (Purple arrow)

Location-specific Comments:

- "Central Rd. needs safe crossing points." (P. Szabo, M. Walczak)
 Note: Signalized crossing has been widened by approximately 2-3 ft. between Walnut Ave. and Oak St. (P. Szabo, M. Walczak). Signalized crossing is in poor condition. A potential trail crossing site may exist on local street.
- "Dwyer and Kirchoff would benefit from a ped crossing light." (P. Szabo, M. Walczak)
 Note: Safe crossing is needed to access park. HAWK signal may be option. Existing signal at intersection of Dwyer and Kirchoff could then continue on Orchard Pl. and connect to sidewalk along Milwaukee.
- "Intersecting intersection with new line of light." (P. Szabo, M. Walczak)
 Note: Complete multi-lane intersection (including skewed angles, with no stop control, signage, or pavement markings).
- "Downtown area needs safe and level RR crossings and clear indication of bicycle routes." (P. Szabo, M. Walczak)
 Note: AH Police corroborate this, and add that there is a present no marked crosswalk on the RR tracks. A potential trail crossing site may exist on local street. "Underpasses should be made more accessible on the s. and curb ramps for both directions of travel." "Tunnel entrances are blind turns; mirrors needed." (P. Szabo, M. Walczak)
 Note: In addition, light-colored markings on the multi-lane crossing on n. side of tracks was noted.
- "Campbell St. would benefit from one street markings & cyclist-actuated signal at White." (P. Szabo, M. Walczak)
 Note: "Narrow shoulders and no sidewalks." (P. Szabo, M. Walczak)
 Note: One cross-section bearing at Milwaukee and continues to Sand. Potential wide paved shoulders to serve cyclists.
- "On-street markings (on Dunton) from Euclid to Skowog would add great visibility to network & make the segment passing the AHMIL safer." (P. Szabo, M. Walczak)
 Note: Marked shared lanes (sharrows) could continue north, across Thomas, to Melrose.
- "Ridge is to be main cyclist crossing of NW Hwy/RR, then markings on roadway should encourage sharing the road." (P. Szabo, M. Walczak)
 Note: Potential shared lane markings and bike boxes on Ridge/Avon.
- "Better signage, roadway markings, & a space for cyclists on White are all needed to improve the area." (P. Szabo, M. Walczak)
 Note: AH Police also point out that pedestrians are frequently dropped off on NW Hwy, near White, and that there is a crossing area on the RR tracks, which is not fully utilized.
- "The intersection of Oak St. and White is a good candidate for a signal." (P. Szabo, M. Walczak)
 Note: E. of Forest Ave., road has rural cross section and is very narrow. Potential bike lanes and/or marked shared lanes. Closest east-west route to entrance to Art. Park.
- "Important Rand Rd crossing to reach Lake Arlington - very little space for cyclists at this intersection." (P. Szabo, M. Walczak)
 Note: Potential shared lane markings and bike boxes on Dwyer.
- "The intersection of Arlington Rd between Central and Palatine." (P. Szabo, M. Walczak)
 Note: Potential shared lane markings.
- "Kennicut is a good candidate for a painted bike lane or a narrow markings." (P. Szabo, M. Walczak)
 Note: Potential shared lane markings.
- "Kennicut is a wide & straight NS street & a great crossing point for Palatine Rd. Signal should have a cyclist sensor/signifier as well as a clear stopping pad for cyclists." (P. Szabo, M. Walczak)
 Note: A sidewalk and crosswalk in the Red-Arlington Heights-Palatine "triangle" should consistently have the highest number of crashes in the Village, and that surrounding land use also points out the high numbers of pedestrians and cyclists use the intersection to reach Windsor and Valley Ln. nearby. Potential reduction in curb radii.
- "Wider-Palatine intersection has a narrowing crossing with no bike amenities. Given existing bike path to the west of the intersection, along creek, this intersection could be a good crossing point with a bicycle and pedestrian bridge." (P. Szabo, M. Walczak)
 Note: AH Police corroborate safety issues at this intersection, which is a high crash location. The police note that high numbers of pedestrians and cyclists use the intersection to reach Windsor and Valley Ln. nearby. Potential reduction in curb radii.

CHALLENGES / ISSUES	DESTINATIONS / CONNECTIONS	OPPORTUNITIES / OTHER CONCERNS OR IDEAS
<ol style="list-style-type: none"> A number of large arterials in and on border (IL-53) of central sector act as barriers to walking and cycling. (Central, Northwest Highway, Arlington Hts. Rd., West Euclid, Rand Rd. and, above all, Palatine Rd.). "Triangle" area (Rand, Palatine, Arlington Hts. Rd) is nexus of large roads and auto-oriented development and use that is very pedestrian and bicycle unfriendly. Signalized crossings of major arterials, typically either do not, or only minimally, accommodate pedestrians/bicyclists, and are often far apart. Railroad crossings -- especially downtown -- need improvements for bicyclists and pedestrians. Certain streets are very narrow for cyclists and have no shoulders and/or sidewalks. Difficultly walking and cycling on these streets is aggravated by school drop/pick up traffic, landscaping vehicles, etc. -- e.g. eastern parts of Euclid, Olive, Thomas. Poor condition of some roads and sidewalks, including Campbell St., which is, in other respects, an excellent east-west bike route. Sidewalks on-curb along high-traffic, high-speed arterials are uncomfortable and unsafe. Palatine and Rand Rds. have high numbers of obstructions -- utility poles, signs, fire hydrants, signal control boxes, furnishings, and vegetation -- on sidewalks. 	<ol style="list-style-type: none"> Downtown Arlington Heights commercial area, including Village Hall, Police, Public Library, and Historical Museum. Metra commuter rail stations (Downtown and Racetrack stations). Arlington Park Race Track Various parks and schools. (Pioneer Park and Recreation Park are both located on the corner of John Hersey and St. Viator High Schools are located in this sector.) Neighboring communities, their existing and planned bikeways -- including Salt Creek/Kirchoff Rd. and Rohwing/Euclid Rd., path systems in Rolling Meadows and Twin Lakes Recreation Area/Palatine Trail system in Palatine -- as well as other destinations, including Prospect High School and Melas Park. 	<ol style="list-style-type: none"> Redevelopment projects, plans, studies -- including Hickory-Kensington, Arlington Downs, Uplown/Rand Rd. Corridor Study and, longer-term, the Metra Sterling Water plan, and the NMMC Bike Plan and Northwest Hwy Bikeway Feasibility Study. Good existing routes across Village (shown outlined with green). Potential crossing of RR tracks on Gregory St, just N. of Melas Park. Salt Creek Greenway path and parts of Rolling Meadows' existing and planned network. Sidewalk along north side of Northwest Hwy. between White and Rolling could be widened to bikeway -- and/or Commuter Dr. on south side could serve as bike route. Improve / upgrade select intersections to better accommodate bicyclists and pedestrians Locate additional potential bike routes in central sector to cross important destinations (e.g. bike lanes on Windsor to reach Lake Arlington). Some rights-of-way may allow for installation of raised medians to function as pedestrian refuge islands. Opportunities for innovative crossing treatments, such as Pedestrian Hybrid Beacons and/or Rectangular Rapid Flashing Beacons.

Figure 3.4. Southern Sector Comments



Location-specific Comments:

- 1** "Central Rd. needs safe crossing points." (P. Szabo, M. Welczak)
Note: Sidewalk has been widened by approximately 2-3 ft. between Walnut Ave. (designated bike route) and Fernandez Ave. but surface is uneven and in poor condition. At present, many cyclists take their path on hospital property.
- 18** "Crucial 190 crossing point." (P. Szabo, M. Welczak)
Note: Only access point across 190 between Busse and Golf Rds., which are 1.65 and 1.35 miles respectively, from AH Rd. Unfortunately, however, the Tollway recently rebuilt the interchange without accommodation for bicyclists and pedestrians.
- 19** "After AH road should be made safe for cyclists or a parallel one must be developed."
Note: Traffic volumes and speeds make on-street accommodation very difficult. Constrained ROW make off-street (sidewalk) difficult. With narrowed or reduced number of lanes lower target speeds, however, sidewalk may be feasible.
- 20** "Algonquin and Golf intersection: no crosswalks, no space for cyclists, and limited visibility in some areas." (P. Szabo, M. Welczak)
Note: AH Police corroborates this, stating that the AH-Algonquin Rd. intersection consistently generates pets and cyclists, and that the area lacks sufficient crosswalks.
- 21** "Wilks is a potential bike route here, but does not look or feel like one."
Note: At present, it appears that a 5-6' sidewalk runs along west side and 4-5' sidewalk runs along east side of Wilks. On-street conditions are not conducive to safe cycling for most cross types.
- 22** "Continue bike route south to Golf Rd." (P. Szabo, M. Welczak)
Note: Sidewalk runs along south side of Golf from Arlington Heights Rd. to Schaumburg. Sidewalk along north side of Golf were a sidewalk and extend to Wilks. These bikeways would work, though cyclists would have to cross the n. leg of the sidewalk on the north side of Golf. There are a few ways to route cyclists from White Oak to Algonquin-Algonquin, which is suggested.
- 23** "East side of New Wilks Rd an ideal location for a sidewalk. Only one driveway v.s. on the west side." (P. Szabo, M. Welczak)
Note: Land here is Arlington Lakes Golf Club (ARPC). It appears that roadway already crosses east of RCHY into ALCC property.

CHALLENGES / ISSUES	DESTINATIONS / CONNECTIONS	OPPORTUNITIES / OTHER CONCERNS OR IDEAS
<ol style="list-style-type: none"> Concentration of large arterials and expressway (I-90) in southern sector act as barriers to walking and cycling (Algonquin, Golf, Central, Arlington Heights Rds.) Large retail/service sector and industrial employment centers in southern sector lack connected roadway network. Signalized crossings of major arterials typically either do not or only minimally accommodate pedestrians/bicyclists. No safe bicycle or pedestrian connection to Busse Woods along Arlington Heights Rd. Existing Village bikeway network crosses Golf Rd. / enters for southern sector in only two locations – at New Wilks Rd. and at S. Geebert Rd. Poor condition of some roads and sidewalks. Sidewalks on-curb along high-traffic, high-speed arterials are uncomfortable and unsafe. Obstructions – such as utility poles, signs, fire hydrants, signal control boxes, furnishings, as well as vegetation encroachment – block travel along sidewalks and sidepaths. 	<ol style="list-style-type: none"> Busse Woods Forest Preserve <ol style="list-style-type: none"> Existing entry point on Golf at I-90 Via Arlington Heights Rd. (currently not walk- or bike-friendly south of Golf and Algonquin Rds) Large retail/service sector and industrial employment centers, mostly center) Various parks and schools. (Heritage Park is a major park and community center) Northwest Community Hospital Neighboring communities, their existing and planned bikeways, and other destinations, including Rolling Meadows High School. 	<ol style="list-style-type: none"> Improve / upgrade select intersections to better accommodate bicyclists and pedestrians – e.g. improve bikeway on Wilks from Central to Golf. Locate additional potential bikeway routes in southern sector to cross major arterials and to connect to important destinations – e.g. continuous sidepaths on Golf from Arlington Heights Rd. to Schaumburg, or bike lane on Geebert Rd. between Golf and Algonquin. Some rights-of-way may allow for installation of raised medians to function as pedestrian refuge islands. Opportunities for innovative crossing treatments, such as Pedestrian Hybrid Beacons and/or Rectangular Rapid Flashing Beacons.

Village of Arlington Heights - Bicycle and Pedestrian Plan
 Focus Group / Key Stakeholder Meetings
 Important Destinations and Connections / Opportunities
 Participant / Group Name: Arlington Heights Cycle Club, Group 1 & 2
 (PHOTOGRAPH BY [Name])

Arlington Heights, most participants expressed a lack of interest in biking. A main issue raised among meeting attendees who are interested in biking was the lack of bike lanes or bike paths to ride on. Other issues noted ranked by the number of times each was mentioned included:

- I'm not interested in biking (4)
- There are no bike lanes or bike paths for me to ride on (2)
- Large busy road and intersections deter me from riding - no specific road mentioned (1)
- The roads are in bad condition -no specific road mentioned (1)
- Lack of bike parking (1)
- Bicycle theft (1)
- No direct, convenient bicycle routes (1)

1.2.6. Online Survey Results

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.

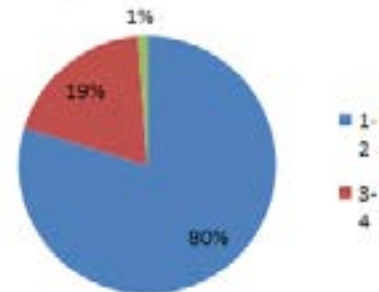
Bilingual posters with information about the online survey were disseminated through various channels including email blasts, newsletters, social media as well as displayed at various high traffic locations throughout the Village including:

- Arlington Heights Community Centers
- Arlington Heights Memorial Library
- Arlington Heights Metra Station
- Arlington Heights Senior Center
- Starbucks

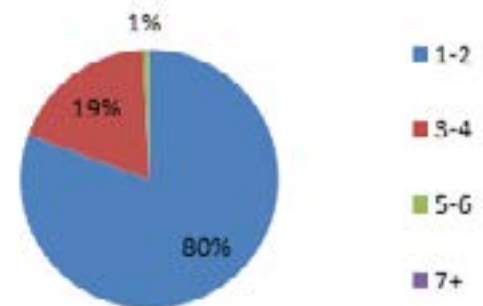
- Village CycleSport
- Village Hall

To get a better understanding of who completed the survey, participants were asked to provide information about their demographics and modes of travel. The majority of the survey takers identified themselves as white (92 percent) and between ages of 41- 55 years (43 percent). Responses to additional demographics questions are shown in a series of charts.

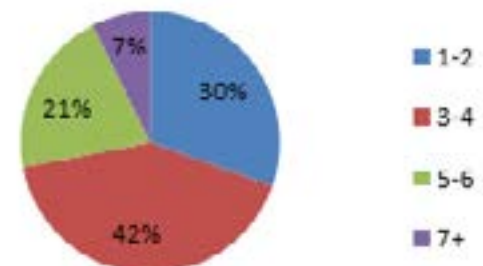
How many children under the age of 16 currently live in your household?

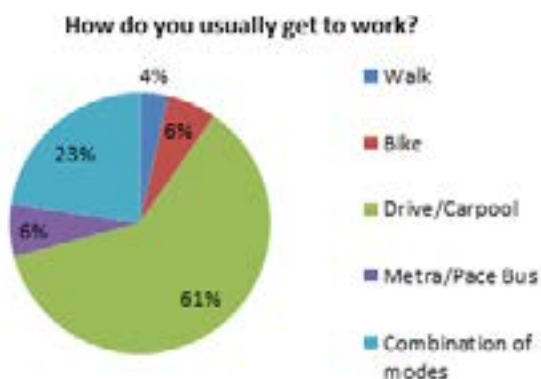
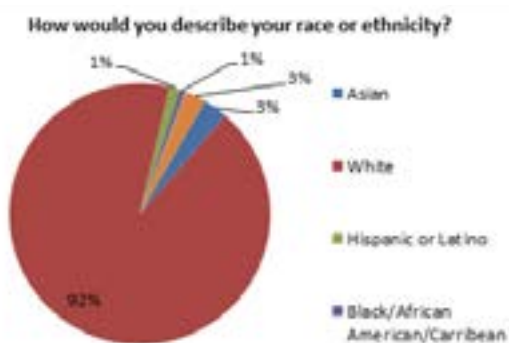
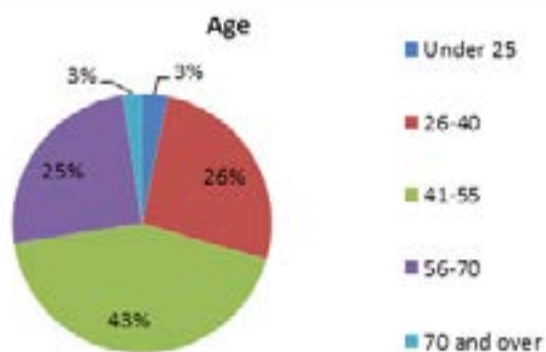


How many motor vehicles do you have in your household?



How many bicycles do you have in your household?





Walking Issues

Users were asked to indicate how they feel about walking in and around Arlington Heights. The majority of participants (40 percent), indicated that they walk an average of 3 to 5 hours a week and 85 percent stated they feel safe walking in the Village, while only 57 percent of the survey takers feel comfortable letting their children walk around the community. The survey showed that 66 percent of people find it hard to cross busy roads, versus 16 percent who don't. But only 41 percent of people agreed that sidewalks and paths are lacking, versus 33 percent who don't.

Participants were asked to rate their comfort and convenience when walking in Arlington Heights using the Likert scale (strongly agree to strongly disagree). The results showed that majority of residents (66 percent), agreed that walking in the community is a comfortable and convenient way to travel, versus 13 percent of participants who don't agree. Most survey takers (64 percent), agreed that existing sidewalks or paths lead to the places that residents want to walk to, versus 16 percent of those who don't. Similarly, the majority of survey takers, or 57 percent, agreed that large, busy roads make it difficult to walk in the community, versus 20 percent of participants who disagreed. There was a strong consent among participants who want to be able to walk to more places in the community and to drive less (82 percent), versus only 6 percent who don't.

Next, participants were asked to rank in order of importance their top 3 reasons for walking in the community using a list of choices, with the option to submit additional reasons. The majority ranked 'exercise or training' highest, followed by 'travel to work or school,' and 'spending time with kids/family and friends' as their top 3 reasons for walking.

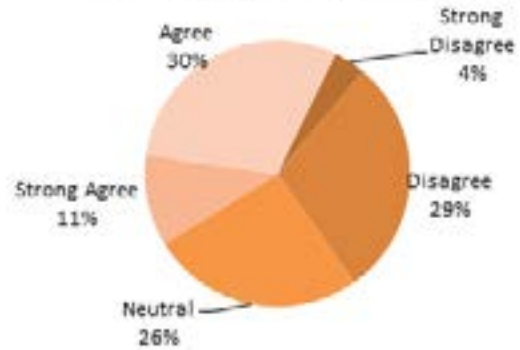
Participants were then asked to rank in order of importance their top 3 reasons for NOT walking. The top responses showed that stakeholders do not walk in the community due to 'destinations being too far' to walk to, 'large busy roads and intersections' deter them from walking and 'no interest in walking.' Other challenges or barriers indicated included 'weather conditions,' 'lack of snow removal,' and 'hazardous walking conditions as a result of busy roads and heavy automobile traffic.'

Next, participants were asked to rank, in order of importance, the top 3 barriers that prevent them from walking more often. The results indicated that the top barriers are: 'travel time or distance' (i.e. too far to walk), followed by 'traffic safety' (i.e. unsafe conditions due to traffic on roads), and then 'lack of walking facilities' (sidewalks, paths, etc.). Other barriers submitted include, 'cars blocking sidewalks' and 'inadequate tree/bush trimming,' 'hazardous and

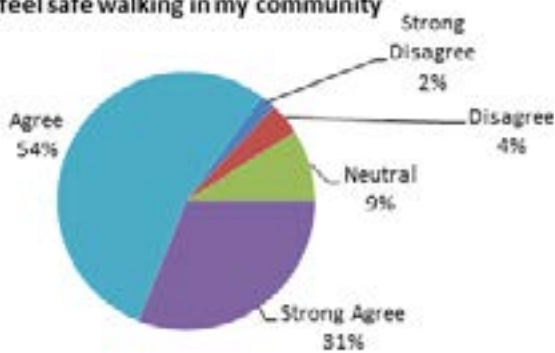
busy intersections,' 'weather challenges,' and 'safety concerns due to aggressive or unmindful motorists.'

Additional input received on walking is shown in the following charts. Results of the survey, it should be noted, reflect participants' perceptions of current conditions and infrastructure.

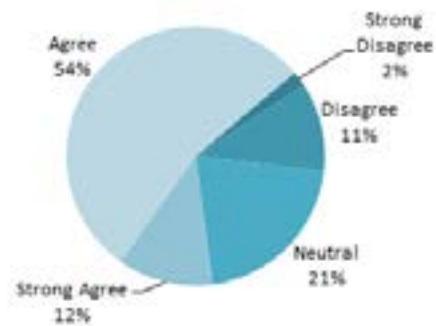
Sidewalks and pathways are lacking



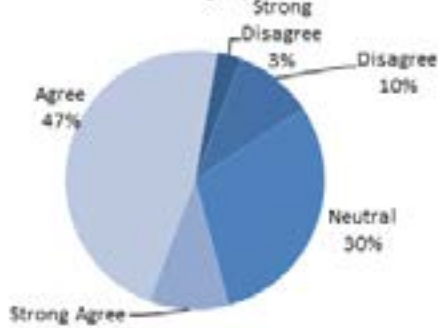
I feel safe walking in my community



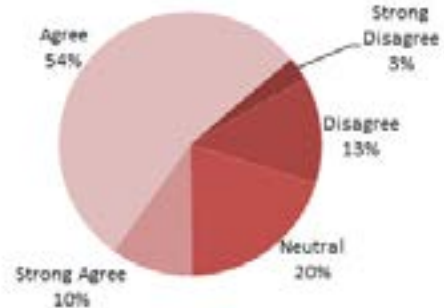
Walking in my community is a comfortable and convenient way to travel



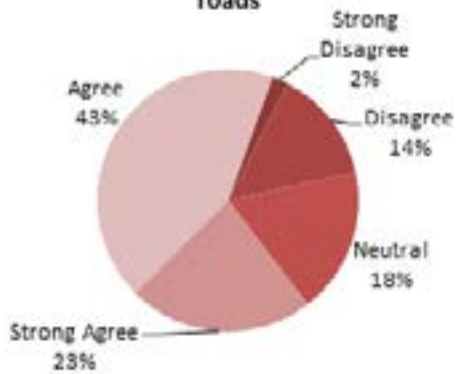
I feel comfortable letting my kids walk around



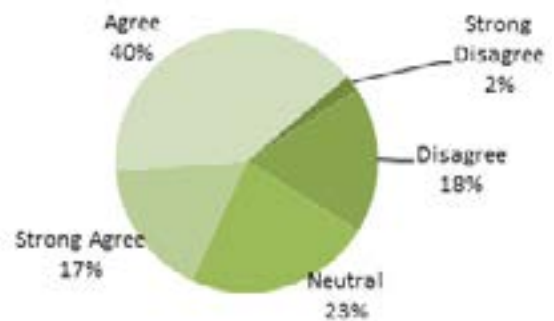
Existing sidewalks or pathways lead to the places that I want to walk in my community



When walking, I find it difficult to cross the large, bus roads



Large, busy roads make it difficult to walk in my community



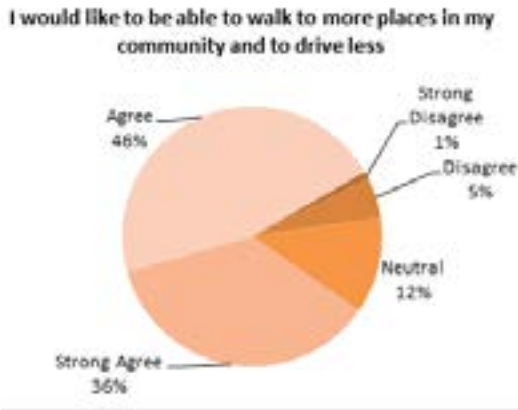


Table 3.1.

On average, how often/how much do you walk?	
6-7 hours a week	20%
3-5 hours a week	40%
1-2 hours a week	32%
Less than 1 hour a week	8%

Table 3.2.

When I do walk, it's because...	
1	Exercise or train
2	Travel to work or school
3	Spend time with kids/family and friends
4	Go to train station
5	Go out to restaurant, café, movie theater, park, etc.
6	Relax, have fun
7	Run a specific errand (store, post office, etc.)

Table 3.3.

When I DON'T walk, it's because...	
1	It's too far to walk
2	Large busy roads and intersections deter me
3	I'm not interested in walking
4	The sidewalks are in bad condition
5	There are no sidewalks or paths for me to walk on
6	It doesn't feel safe to walk

Table 3.4.

What barriers prevent you from walking more often?	
1	Travel time or distance (i.e. too far to walk)
2	Traffic safety (i.e. unsafe conditions due to traffic on roads)
3	Lack of walking facilities (sidewalks, paths, etc.)
4	Not interested in walking
5	Poor sidewalk conditions (potholes, cracks, etc.)
6	Walking routes lack curb ramps for mobility-impaired travelers
7	No direct, convenient walking routes

Survey Issue Results: Bicycling


Participants were asked to provide input regarding bicycling in Arlington Heights. In order to understand the type of user, survey participants were asked to choose the type of cyclist that best represented them. The majority of participants indicated that on average, they bicycle less than 1 day a week (32 percent) and they categorize themselves as comfortable and enthusiastic cyclists (42 percent). Survey takers were given a series of images depicting cycling scenarios and were asked to indicate their comfort level while riding on these bikeways. Users were given the option to submit additional comments for each scenario. The following series of images depict the cycling scenarios, from most comfortable to least comfortable, that the majority of survey participants selected.


How comfortable would you feel bicycling here?					
Off-road trail					
			Users indicated that 93% would feel comfortable in this scenario versus 4% who wouldn't. Comments expressed concerns regarding pedestrian safety (where they interact with cyclists) and the maintenance of trails.		
Very comfortable	Somewhat comfortable	Neutral	Somewhat uncomfortable	Very uncomfortable	
78%	15%	3%	2%	2%	


How comfortable would you feel bicycling here?					
Protected bike lane/cycle track					
			Users indicated that 92% would feel comfortable in this scenario versus 5% who wouldn't. Comments expressed concerns regarding costs.		
Very comfortable	Somewhat comfortable	Neutral	Somewhat uncomfortable	Very uncomfortable	
75%	17%	3%	3%	2%	


How comfortable would you feel bicycling here?					
Sidepath adjacent to roadway					
			Users indicated that 89% would feel comfortable in this scenario versus 7% who wouldn't. Comments expressed concerns regarding pedestrian safety and limited visibility to motorists.		
Very comfortable	Somewhat comfortable	Neutral	Somewhat uncomfortable	Very uncomfortable	
66%	23%	4%	4%	3%	


How comfortable would you feel bicycling here?					
Green bike lane and/or buffered bike lane					
			Users indicated that 83% would feel comfortable in this scenario versus 12% who wouldn't. Comments expressed concerns regarding safety, specifically bicyclists not being seen by motorists.		
Very comfortable	Somewhat comfortable	Neutral	Somewhat uncomfortable	Very uncomfortable	
51%	32%	5%	7%	5%	


How comfortable would you feel bicycling here? Street with a typical bike lane				
		Users indicated that 65% would feel comfortable in this scenario versus 23% who wouldn't. Comments expressed concerns regarding safety, specifically bicyclists not being seen by motorists and being "doored".		
Very comfortable 27%	Somewhat comfortable 38%	Neutral 12%	Somewhat uncomfortable 18%	Very uncomfortable 5%

How comfortable would you feel bicycling here? Residential street with no bicycle facilities				
		Users indicated that 64% would feel comfortable in this scenario versus 25% who wouldn't. Comments expressed need for marked bike lanes to make this more comfortable.		
Very comfortable 31%	Somewhat comfortable 33%	Neutral 11%	Somewhat uncomfortable 19%	Very uncomfortable 6%

How comfortable would you feel bicycling here? Street with Shared Lane Markings (aka sharrows)				
		Users indicated that 39% would feel comfortable in this scenario versus 49% who wouldn't. Comments expressed the need for shared lane markings to be clearly marked to make sure all road users are aware it is a shared lane.		
Very comfortable 10%	Somewhat comfortable 29%	Neutral 12%	Somewhat uncomfortable 30%	Very uncomfortable 19%

How comfortable would you feel bicycling here? Rural road with a paved shoulder				
		Users indicated that 38% would feel comfortable in this scenario versus 52% who wouldn't. Comments expressed feeling uncomfortable due to high speed limits and potential debris on the roads		
Very comfortable 12%	Somewhat comfortable 26%	Neutral 10%	Somewhat uncomfortable 29%	Very uncomfortable 23%

How comfortable would you feel bicycling here? 4-6 lane arterial, no bicycle facilities				
		Users indicated that 9% would feel comfortable in this scenario versus 66% who wouldn't. Comments expressed feeling trapped in this scenario and not allowing their children to ride on this arterial.		
Very comfortable 3%	Somewhat comfortable 6%	Neutral 4%	Somewhat uncomfortable 21%	Very uncomfortable 66%

How comfortable would you feel bicycling here? 4 lane road, wide outside lane and no shoulder				
		Users indicated that 5% would feel comfortable in this scenario versus 90% who wouldn't. Comments expressed serious concerns regarding safety while cycling alongside motorists.		
Very comfortable 1%	Somewhat comfortable 4%	Neutral 5%	Somewhat uncomfortable 18%	Very uncomfortable 72%

Then, participants were asked to think about safety and convenience when bicycling in the community. The majority of participants, or 56 percent, stated that they feel safe bicycling in Arlington Heights, versus 20 percent who don't, and 24 percent who were neutral. In addition, 76 percent of survey takers believe that large, busy roads make it difficult to bicycle in the community, versus 10 percent who don't. There was a strong consensus, 74 percent, that there is a need for more and better bicycle parking in the community, versus 8 percent who disagree. The majority of stakeholders, 59 percent, disagree with the statement that existing bikeways directly and conveniently connect to the places they want to bicycle to, versus the 16 percent who agree (25 percent were neutral).

Participants were then asked to rank in order of importance their top 3 reasons for bicycling. Participants had the opportunity to submit additional reasons and challenges not found on the list.

The results indicated that cyclists bicycle to 'exercise (be healthy) or have fun', 'followed by travel to work or school', and 'spend time with kids/family and friends'. Additional reasons submitted for bicycling included as the 'primary means of travels' and 'to be environmentally responsible'.

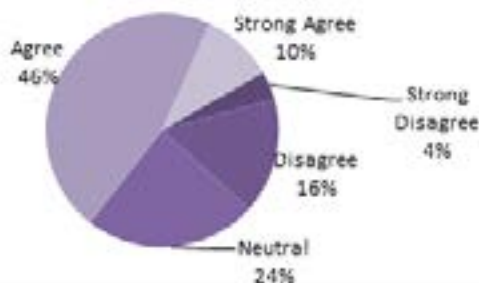
Likewise, survey takers were asked to rank the top three reasons users DO NOT bicycle in the community. The top reasons in order of importance were 'large, busy roads and intersections deter them from bicycling', then 'it's too far to bicycle to destinations', followed by a 'lack of interest in bicycling'. Other challenges submitted for not bicycling in the community include 'dangerous weather conditions', 'poor road conditions', and 'lack of awareness about the rules of the road by cyclists and motorists'.

When asked about barriers that prevent community residents from bicycling more often, the top 3 choices ranked in order of importance were 'travel time or distance (i.e. too far to bike)', 'traffic safety (i.e. unsafe conditions due to traffic on roads)', followed by 'lack of bicycling facilities (bike lanes, paths, bike parking, etc.)'. Survey takers also had the opportunity to submit additional barriers. The comments submitted included 'weather conditions', 'traveling with children',

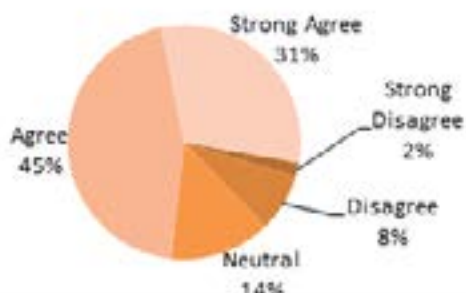


'lack of available time to bicycle', and 'safety concerns regarding automobile traffic'. Additional input received on walking is shown in the following charts.

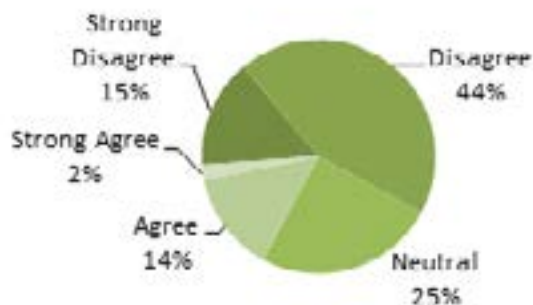
I feel safe bicycling in my community



Large, busy roads make it difficult to bicycle in my community



Existing bikeways directly and conveniently connect the places I want to bicycle to



There is need for more and better bicycle parking in my community

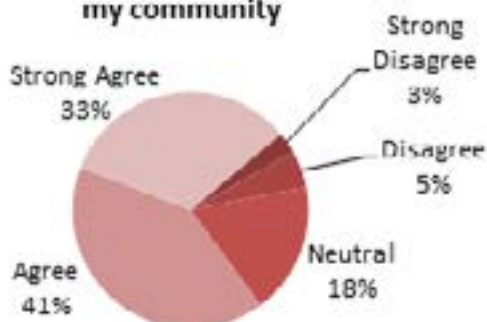


Table 3.5.

On average, how often/how much do you bicycle?	
6-7 days a week	9%
3-5 days a week	30%
1-2 days a week	29%
Less than 1 day a week	32%

Table 3.6.

Please choose the type of cyclist that best represents you:	
Bold and confident	18%
Comfortable and enthusiastic	42%
Interested but concerned for safety	34%
No way, no how	6%

Table 3.7.

When I bicycle, it's too...	
1	Exercise (be healthy) or have fun
2	Travel to work or school
3	Spend time with kids/family and friends
4	Go to a specific place (store, restaurant, café, post office, etc.)
5	Go to bus stop or train station
6	Save money

Table 3.8.

When I DON'T bicycle, it's because...	
1	Large, busy roads and intersections deter me from bicycling
2	It's too far to bicycle
3	I'm not interested in bicycling
4	There are no bike lanes or bike paths for me to ride on
5	The roads are in bad conditions
6	It doesn't feel safe to bicycle

Table 3.9.

What barriers prevent you from bicycling more often?	
1	Travel time or distance (i.e. too far to bike)
2	Traffic safety (i.e. unsafe conditions due to traffic on roads)
3	Lack of bicycling facilities (bike lanes, paths, bike parking, etc.)
4	No direct, convenient bicycling routes
5	Bicycle theft
6	Lack of information on bicycling (routes, safety, destinations, etc.)
7	Lack of bike parking

Mapping Exercise Results¹⁶

Next survey takers were shown a map of the community and were asked to provide detailed input about their traveling in the Arlington Heights by dragging markers onto the map and identifying community destinations, issues, and opportunities for bicycling and walking. **A total of 2,756 markers were placed on the maps.**

Biking Feedback

There were 480 markers dragged onto the bicycling map representing bicycling destinations, issues, and opportunities. Survey takers were provided with a drop-down menu of potential bicycle destinations and had the opportunity to submit other destinations.

Destinations

The majority of survey takers indicated that their bicycling destination were for:

- Parks or trails (42 percent) which include Busse Woods, Frontier Park, Lake Arlington, Melas Park, and the Palatine Trail.

Other destinations selected include:

- Shopping or entertainment (25%)
- Community Facilities (9%)
- Other (8%)
- Train station or bus stop (7%)
- School (7%)
- Place of employment (2%)

Biking Issues

Participants were asked to think about the issues and challenges they face when riding in and around the community. There were 577 bicycle issue markers dragged onto the map with the majority of the issues depicting a hazardous or difficult spot (61 percent) due to deteriorating road conditions, lack of cross signals and pathways for bicyclists and pedestrians. Many of the bicycle issues markers were dropped at the East Palatine Road, North Arlington Heights Road, and East Rand Road intersection. Similarly, there was a high volume of markers indicating bicycling issues in downtown Arlington Heights. Other issues selected included:

- Bikeway needed (23%)
- Bike parking needed here (8%)
- Other (8%)

Biking Opportunities

To better understand what residents would like to see in the community, participants were asked to indicate any bicycling opportunities. There were 215 bicycling opportunity markers placed on the map with the majority of them asking for connections to a trails or parks (35 percent) such as the Palatine Bike Path, Lake Arlington, and Busse Woods Forest Preserve. The majority of the markers depicting bicycling opportunities were located along Northwest Highway and East Rand Road. Other opportunities selected are listed as follow.

- Connection to neighboring community (27%)
- Opportunity to upgrade bikeway (24%)
- Other (14%)

Walking Results

Walking Destinations

Survey takers dropped 402 markers on the map indicating thier top walking destinations. The number one destinations are for shopping and/or entertainment (35 percent) including Downtown, Mariano's, Lake Arlington, and the shopping centers

¹⁶ For the results of the mapping exercise, see the online map on the project website, at <http://www.cmap.illinois.gov/programs-and-resources/lta/arlington-heights-bike-ped/>



along Arlington Heights Road, East Palatine Road, and East Rand Road. Additional walking destinations include:

- Park or trail (29%)
- School (10%)
- Train Station or bus stop (8%)
- Community facility (8%)
- Other (8%)
- Place of employment (2%)

Walking Issues

Similarly, survey takers were asked to define the issues. From the 479 markers that were placed onto the map, the majority of participants selected hazardous or difficult intersections (55 percent) as their top walking issue. Other top issues noted were high traffic speed, narrow sidewalks, and lack of driver-pedestrian awareness.

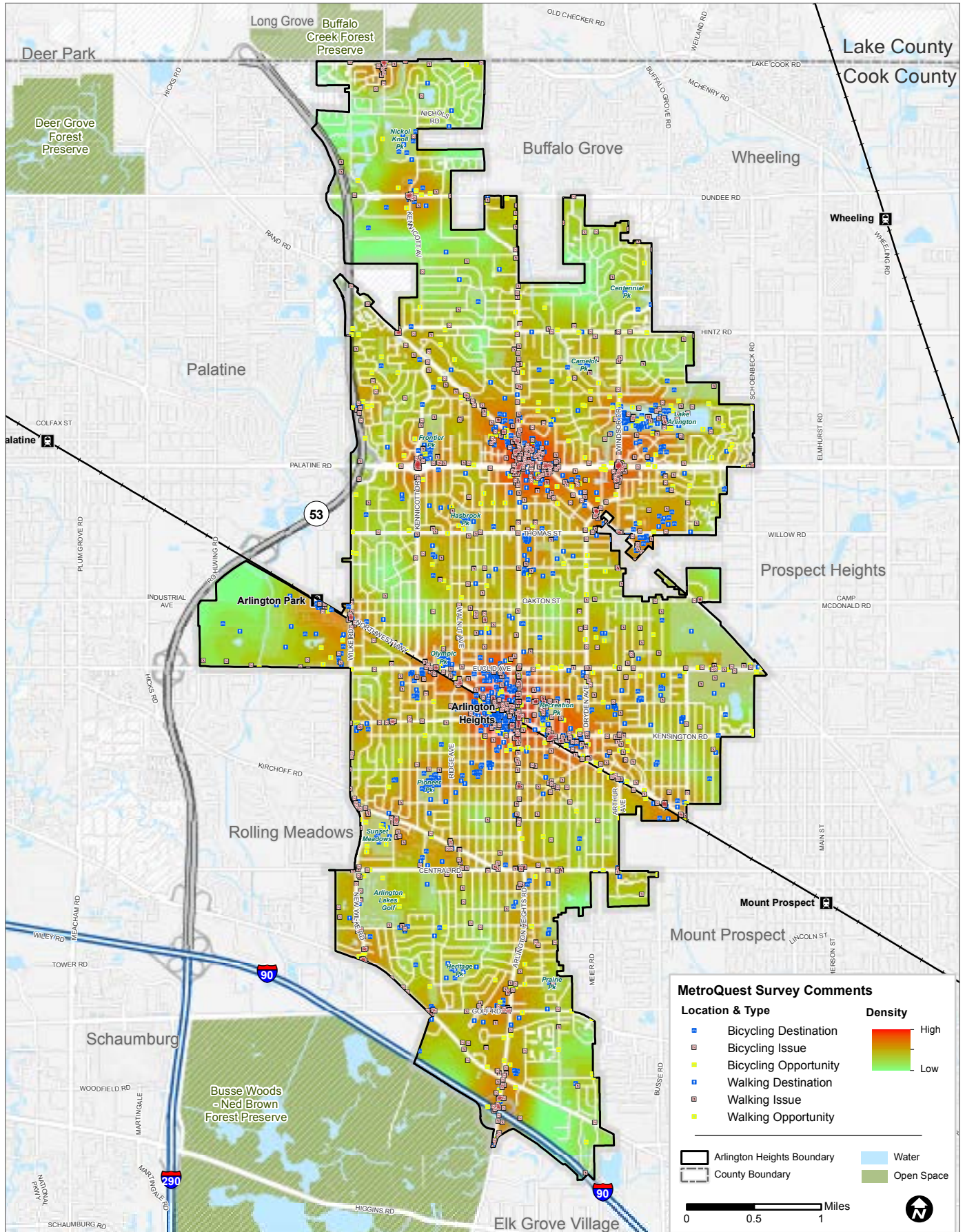
Not unlike issues related to bicycling, the majority of walking issues markers clustered along North Arlington Heights Road intersecting with East Rand Road and Northwest Highway. Other top walking issues included:

- Sidewalk pathway is lacking (18%)
- No convenient way to cross (9%)
- No accessible pedestrian way (5%)
- Sidewalk needs repair (3%)

Walking Opportunities

There were 90 markers attributed to walking opportunities. The majority of participants expressed an opportunity for connection to trails or paths (30 percent) particularly around parks. Many survey takers saw an opportunity to use utility lines to connect destinations such as Lake Arlington with Nichol Knoll. Participants also recommended improved walking opportunities along East Palatine Road and North Windsor Drive.

Figure 3.5. Online Survey Results





Page left blank intentionally



Chapter 4 COMMUNITY CONTEXT AND TRAVEL BEHAVIOR





Chapter 4: Community Context and Travel Behavior

4.1. Key Findings

The following are key conclusions regarding the existing conditions of Arlington Heights' community context and residents' travel behavior. Moving forward in the planning process, these key findings will help shape and inform the Bicycle and Pedestrian Plan recommendations.

- **Arlington Heights's population has remained stable over the last decade and saw very little change in its racial and ethnic makeup.** Between 2000 and 2010, Arlington Heights's population declined by 1.2 percent (from 76,031 to 75,101 residents).
- **Residential areas account for the majority of Arlington Heights land uses.** The Village's larger and more dense multi-family buildings are primarily located within the Downtown areas, however there are large multi-family apartment complexes located throughout the Village.
- **Arlington Heights has excellent access to local public open space; however, connections to adjacent Forest Preserve properties is an issue for pedestrians and bicyclists.** Many parks include walking and biking trails. Although two large preserves are located north and south of the Village, residents have noted how difficult it is to find safe and efficient connections for bicyclists and pedestrians across the major arterials that act as barriers.
- **Downtown Arlington Heights is a pedestrian-oriented, mixed-use shopping and entertainment district with a number of large multi-family developments.** Downtown is a unique feature of the community that contributes greatly not only to its image but also to walkability and, more broadly, livability. The presence of the downtown Metra station is an excellent amenity that promotes public transit use and supports access by bicycle and walking.

4.2. Demographic profile and analysis

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

- **The Village can be characterized generally as an affluent community that is also older and more educated in comparison with both the County and the region.** Arlington Heights' housing stock consists primarily of single-family detached homes and large multifamily structures. Analysis of U.S. Census and American Community Survey data yields the following findings:
- **Arlington Heights's population has remained relatively constant in the last decade.** Between 2000 and 2010, Arlington Heights's population declined by only 1.2 percent which is less than Cook County's decline of 3.4 percent and modest regional growth of 3.5 percent.
- **Arlington Heights's households are slightly smaller than regional averages.** According to the 2010 U.S. Census, Arlington Heights has an average household size of 2.41 persons. This is slightly smaller than the Cook County average of 2.60, and below the regional average of 2.73.
- **Arlington Heights has an older age profile compared to the County and the Chicago region.¹⁷ The Village has a smaller percentage of residents under the age of 19 years (23.9 percent) than the County (26.5 percent) and the region (27.8 percent).** The Village also has a smaller percentage in the 20-34 years cohort (15.9 percent) compared to the County (23.2 percent) and the region (21.2 percent). The Village has a higher percentage of residents over the age of 65 (17.2 percent) compared to the County (11.9 percent) and the region (11.3 percent). To provide perspective on these numbers, it can be noted that among all U.S. counties with total populations of one million or more, Cook County has the second largest percent of persons age 65 or older and 85 or older (after, in both cases, Los Angeles County).
- **Arlington Heights experienced little change in its racial and ethnic makeup in the last decade.** The number of white residents in the Village dropped slightly, decreasing by 4.6%, and all other racial

¹⁷ In this section, where demographic data and statistics are presented, "region" means the six counties comprising the CMAP planning area (Cook, DuPage, Lake, McHenry, Kane, Kendall, and Will).

and ethnic groups experienced modest growth in population. Currently, white residents are the majority of Arlington Heights' population (84.6%) followed by Asian residents (7.1%) and Hispanic or Latino residents (5.7%).

- **Arlington Heights's median income is above county and regional averages.** According to the 2008-2012 American Community Survey, Arlington Heights has a median income of \$77,121, compared to \$54,648 for Cook County, and \$71,198 for the region as a whole. Compared to the County and region, Arlington Heights has a much higher percentage of households who make over \$100,000 a year (37.9% versus 24.1% and 28.6%, respectively)

Table 4.1. Change in population, 2000-2010

	Arlington Heights	Cook County	Region
Population, 2000	76,031	5,376,741	8,146,264
Population, 2010	75,101	5,194,675	8,431,386
Change, 2000-10	-930	-182,066	285,122
Change as %, 2000-10	-1.2%	-3.4%	3.5%

Source: 2000 and 2010 U.S. Census

Table 4.2. Population, households, household size in 2010

	Arlington Heights	Cook County	Region
Population	75,101	5,194,675	8,431,386
Households	30,919	1,966,356	3,088,156
Average Household Size	2.41	2.60	2.73

Source: 2010 U.S. Census

Table 4.3. Age cohorts by count and percent, and median age, 2010

	Arlington Heights		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
Under 19 years	17,935	23.9%	1,374,096	26.5%	2,346,937	27.8%
20 to 34 years	11,911	15.9%	1,204,066	23.2%	1,790,049	21.2%
35 to 49 years	16,224	21.6%	1,067,351	20.5%	1,807,886	21.4%
50 to 64 years	16,111	21.5%	928,833	17.9%	1,534,488	18.2%
65 to 79 years	8,326	11.1%	436,799	8.4%	679,470	8.1%
80 years and over	4,594	6.1%	183,530	3.5%	272,556	3.2%
Total Population	75,101	100.0%	5,194,675	100.0%	8,431,386	100.0%
Median Age	42.7		35.3		N/A	

Source: 2010 U.S. Census

Table 4.4. Race and ethnicity by count and percent, 2010

	Arlington Heights		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
White	63,532	84.6%	2,278,358	43.9%	4,486,557	53.2%
Hispanic or Latino*	4,306	5.7%	1,244,762	24.0%	1,823,609	21.6%
Black or African American	936	1.2%	1,265,778	24.4%	1,465,417	17.4%
Asian	5,320	7.1%	318,869	6.1%	513,694	6.1%
Other**	1,007	1.3%	86,908	1.7%	142,109	1.7%
Total Population	75,101	100.0%	5,194,675	100.0%	8,431,386	100.0%

Source: 2010 U.S. Census

* includes Hispanic or Latino residents of any race

** includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Races



Table 4.5. Change in race and ethnicity by count and percent, 2000-2010

	Arlington Heights		Cook County		Region	
	Change in Population	Percent Change	Change in Population	Percent Change	Change in Population	Percent Change
White	-3,080	-4.6%	-280,351	-11.0%	-200,702	-4.3%
Hispanic or Latino*	913	26.9%	173,022	16.1%	414,407	29.4%
Black or African American	230	32.6%	-124,670	-9.0%	-72,117	-4.7%
Asian	786	17.3%	61,026	23.7%	137,701	36.6%
Other**	221	28.1%	-11,093	-11.3%	5,833	4.3%
Total	-930	-1.2%	-182,066	-3.4%	285,122	3.5%

Source: 2000 and 2010 U.S. Census

* includes Hispanic or Latino residents of any race

** includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Races

Table 4.6 Household Income

	Arlington Heights		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
Less than \$25,000	3,802	12.7%	456,264	23.6%	599,075	19.6%
\$25,000 to \$49,999	5,119	17.1%	436,472	22.6%	640,942	21.0%
\$50,000 to \$74,999	5,658	18.9%	339,402	17.6%	537,114	17.6%
\$75,000 to \$99,999	4,064	13.5%	235,745	12.2%	402,300	13.2%
\$100,000 to \$149,000	5,708	19.0%	253,222	13.1%	468,043	15.4%
\$150,000 and over	5,664	18.9%	212,565	11.0%	401,400	13.2%
Total Households	30,015	100.0%	1,933,670	100.0%	3,048,874	100.0%
Median Household Income	\$ 77,121		\$54,648		\$71,198	

Source: 2008-12 American Community Survey, U.S. Census Bureau

¹⁸ See <http://stateofobesity.org/states/il/>.

¹⁹ See Health Status Indicators, State Health Facts. The Henry J. Kaiser Family Foundation. Accessed on May 9, 2013 at <http://kff.org/state-category/healthstatus/> and Obesity Prevention Initiatives, American Academy of Pediatrics, Illinois Chapter. Accessed on May 9, 2013 at <http://illinoisAAP.org/projects/obesityprevention/>

²⁰ See <http://stateofobesity.org/states/il/>.

4.3. Planning and Health

The development patterns, transportation options, and environmental quality of a community influence the health of its residents. Diabetes, heart disease, motor vehicle mortality, and obesity are just a few of the key health issues associated with the physical characteristics of a community and its context, both of which can be largely influenced by local planning and policy decisions. The dramatic rise of chronic disease across the country has induced a search for causes in an effort to reverse this trend. Research into causes and intervention strategies has found that efforts to address the community context and socioeconomic factors (such as poverty and urban design) have larger public health impacts than those that focus on the health and risk behaviors of individuals. In other words, overall efforts to reduce poverty, improve education, expand job opportunities for residents, and – perhaps most important of all for a community such as Arlington Heights – to change the day-to-day environment so that it supports healthy eating and healthy lifestyles that include daily physical activity provide the greatest impact among health intervention strategies.¹⁸

There is a strong relationship between public health and local planning and policy. For example – beyond the obvious connection with nutrition – the obesity epidemic can be seen to have begun and grown with the shift toward a car-centered transportation system and community and neighborhood designs. Obesity is one consequence of the removal of daily physical activity from our lives – a corollary recognized by public health scientists. In Illinois, 64 percent of adults and 40 percent of children are now classified as overweight or obese, a trend that contributes to an increasing risk of heart disease, diabetes, and other serious illnesses and conditions.¹⁹ The obesity rate in Illinois – not including estimates of overweight persons – rose from 12 percent in 1990 to 28 percent in 2012.²⁰

To help improve community health, planners and public health officials have been working together to promote plans, policies, and community designs that address physical activity, environmental exposure, food and nutrition, health and human services, social cohesion, and mental health. It is shown that more residents will maintain a healthy lifestyle when it is easier and safer to walk, run, or bicycle as transportation or exercise. Clean air, healthy food, and affordable housing, along with protection from violent crime, automobile collisions, and exposure to lead and other toxins and pollutants, are additional crucial concerns of public health officials. Making health a priority means ensuring that health services are accessible to every community member and that shared community space safely allows for making healthy lifestyle choices.



4.4. Aging in Place

According to a 2010 American Association of Retired Persons (AARP) survey, nearly 90 percent of people over age 65 want to remain in their residence for as long as possible, and 80 percent believe their current residence is where they will always live. As individuals age, however, their homes, neighborhoods, and existing services may not address all of their new and evolving needs. Aging in place is the ability to live in one’s own home and community safely, independently, and comfortably, regardless of age, income, or ability level. While decisions concerning where to live are ultimately for individuals and households to make, the policies and investments of local governments shape the livability of communities for this growing population.

Creating an environment that allows aging in place depends on local decisions about housing, transportation, land use, and health, among others. Seniors preferring to remain in their homes may need to make improvements to make them more accessible. Others seek multi-family housing that eliminates the maintenance requirements of a single-family home. The affordability of housing is also a critical element, as many seniors are on fixed incomes that can only accommodate modest housing. In addition, many people become less able or willing to drive, increasing the need for an effective public transportation system and the availability of key destinations — including shopping, social opportunities, and health services — within walking distance of residential neighborhoods and senior housing. Communities should also look at other health considerations that go beyond physical planning to address community services, nutrition, socialization, and other contributors to physical and mental health.

4.5. Land Use and Destinations

Land use refers to the physical use of land such as residential, commercial, industrial, open space, etc. **Table 4.7** illustrates the type of land uses and their distribution in the Village of Arlington Heights. The reported acreage was calculated using parcel data, meaning that all roads and right-of-ways were

excluded in the calculation.

Table 4.7 Overall Land Use Breakdown

Land Use	Acres	Percentage
Residential Single Family	4,490.48	41.3%
Transportation / Communication/ Utilities/ROW	2,606.18	24.0%
Commercial	925.66	8.5%
Residential Multifamily	616.98	5.7%
Institutional	535.49	4.9%
Open Space	500.71	4.6%
Industrial	372.86	3.4%
Office	267.20	2.5%
Golf Course	259.82	2.4%
Cemetery	107.00	1.0%
Vacant	88.64	0.8%
Residential Common Area	66.04	0.6%
Under Construction (various LU types)	31.10	0.3%
Mixed Use (Urban Mix, commercial + residential)	12.74	0.1%
Agriculture	0.47	0.0%
Total	10,881.37	100%

Source: CMAP 2010

4.5.1. Residential

Residential areas account for the majority of Arlington Heights land uses, 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% of the homes in the Village are single-family detached, which is slightly higher than the regional average (50 percent).

The next highest percentage of housing type in the Village is those with five or more units (33.4%). This is slightly higher than the County (32.5%) and more than the region (26.2%), and is higher than most other suburban municipalities. Increased residential density is beneficial for walkability in that it may help to support commercial uses and transit services. Large multi-family buildings or complexes are spread out throughout the Village. The tallest and most dense multi-family developments are located within the Downtown area including Village Green, Dunton

Figure 4.1 Existing Land Use

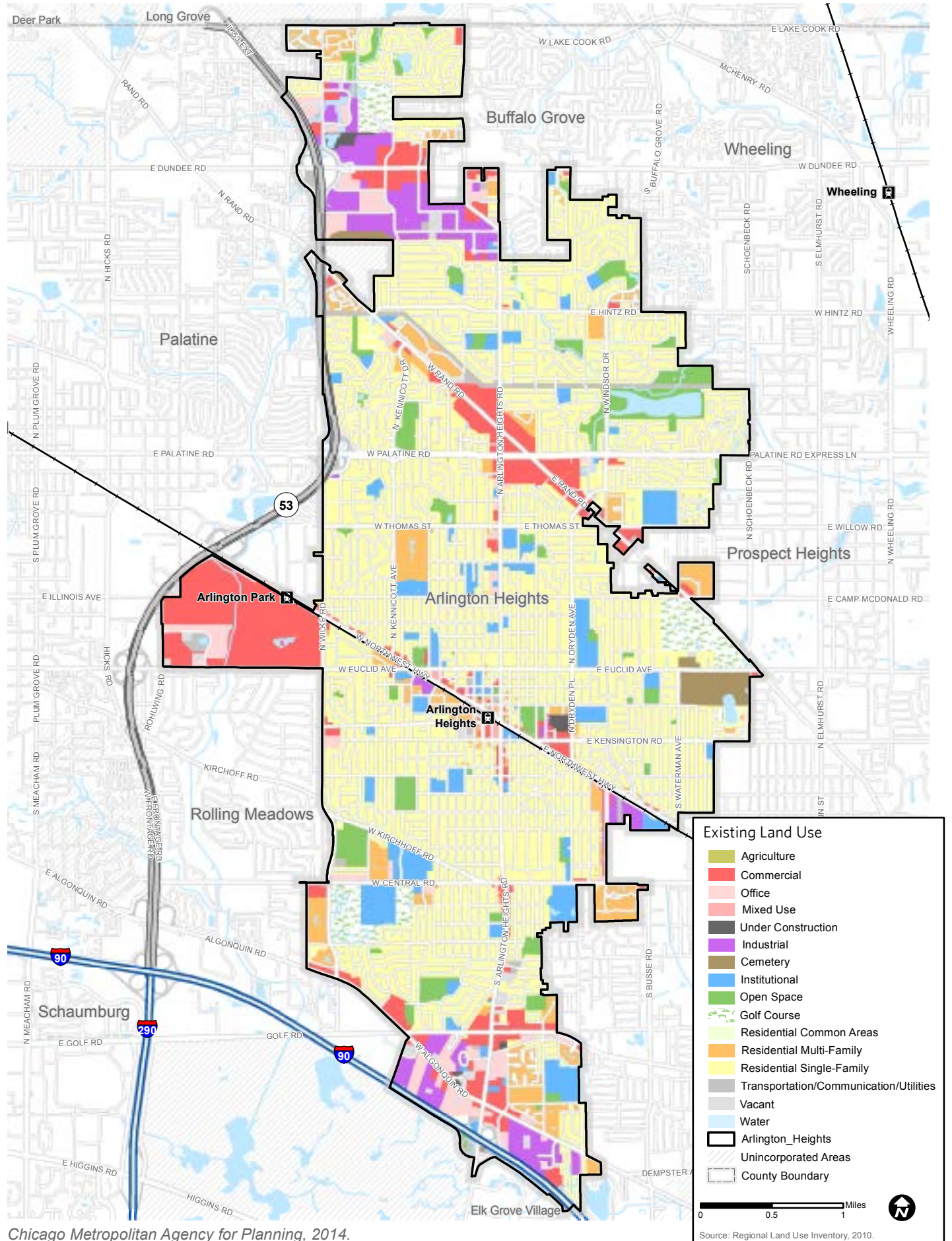
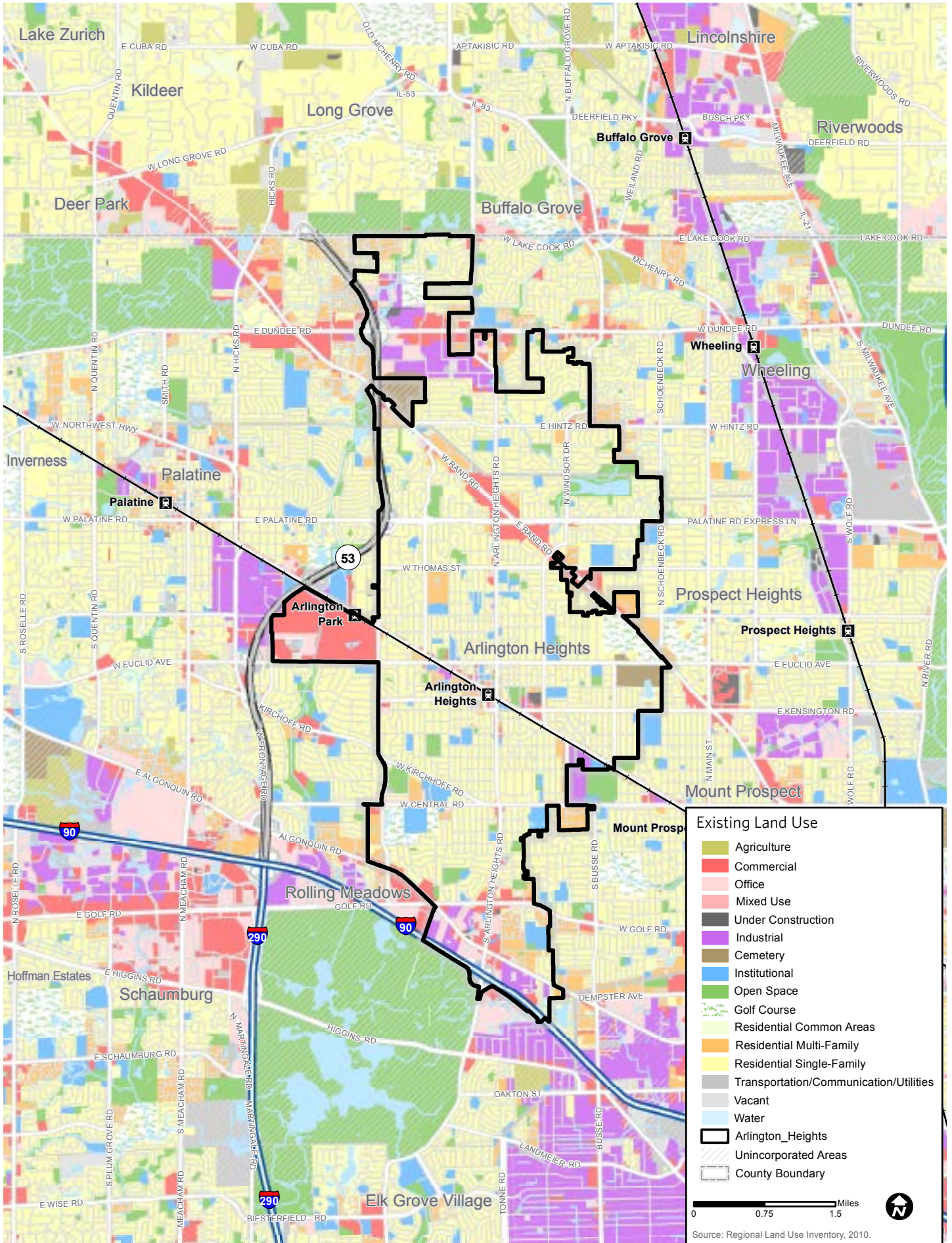


Figure 4.2 Existing Land Use within Surrounding Communities



Tower, Wing Street Condominiums, and Hancock Square.

Table 4.8 Housing Type

	Arlington Heights		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
Single, detached	17,567	55.4%	869,539	40.2%	1,679,254	50.2%
Single, attached	2,561	8.1%	118,595	5.5%	257,910	7.7%
2 Units	102	0.3%	218,404	10.1%	242,900	7.3%
3 to 4 Units	893	2.8%	252,173	11.7%	286,137	8.6%
5+ Units	10,572	33.4%	703,831	32.5%	876,492	26.2%
Housing Units*	31,695	100.0%	2,162,542	100.0%	3,342,693	100.0%
Total Households	30,015	100.0%	1,933,670	100.0%	3,048,874	100.0%

*Total, excluding mobile, boat, RV, van, etc.

Source: 2008-12 American Community Survey, U.S. Census Bureau

4.5.2. Transportation/Communications/Utilities/ROW

This category represents 24 percent of the land use in Arlington Heights (2,606.18 acres). The majority of the acreage is dedicated public right-of-way owned by the Village, the County, or the State within the Village boundary. In addition to street rights-of-way, other uses in this land use category include rail lines, cell tower locations, and other utilities.

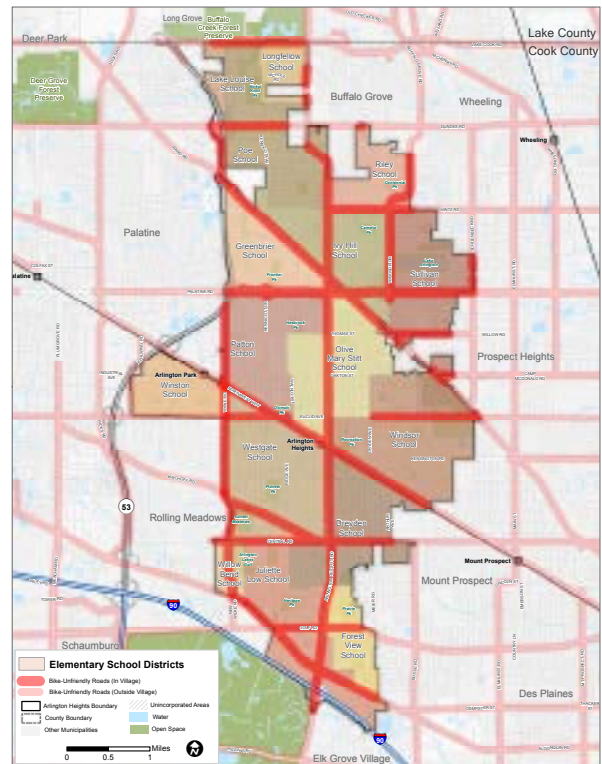
4.5.3. Open Space

Nearly 5% 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. One of the community's significant parks is Lake Arlington. Lake Arlington is a 50-acre park that consists of a large detention lake surrounded by a 1.8 mile multi-use trail. Not included in the overall public open space calculation

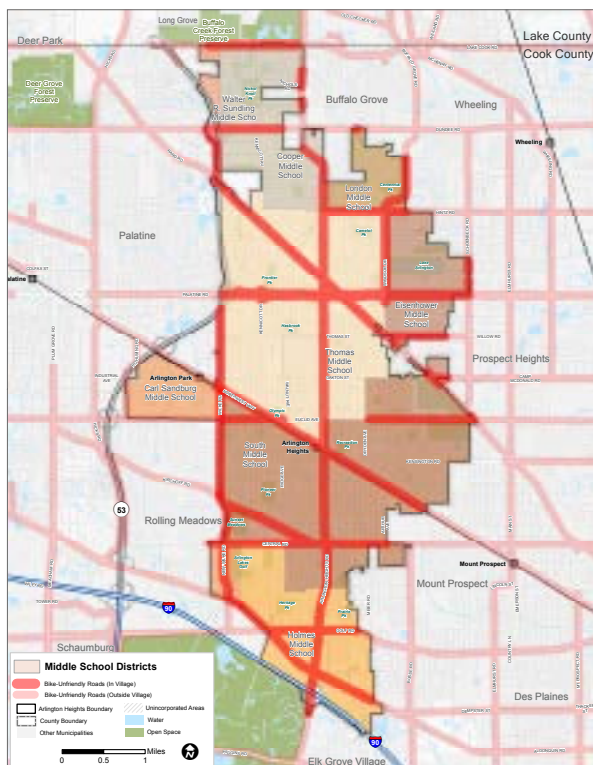
are the adjacent forest preserves located north and south of the community since they are located outside of the Village. Providing safe and efficient access to the existing forest preserves and their internal trail systems is a likely goal of the plan.

4.5.4. Institutional

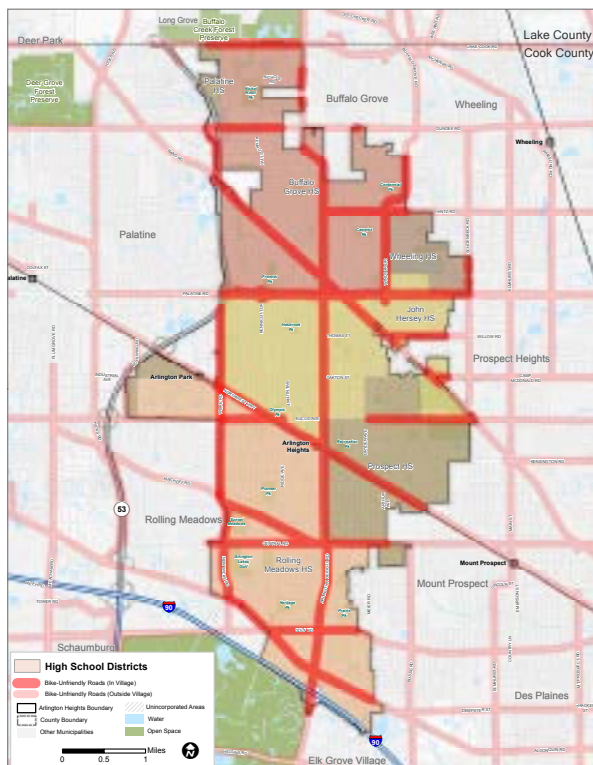
Institutional uses, such as churches, schools, social services, and government, make up 4.9 percent of Arlington Heights land use and are located throughout the Village. Arlington Heights is home to many public and private schools in several school districts including: Arlington Heights School District 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.



Chicago Metropolitan Agency for Planning, 2014.



Chicago Metropolitan Agency for Planning, 2014.



Chicago Metropolitan Agency for Planning, 2014.

4.5.5. Commercial and Mixed Use

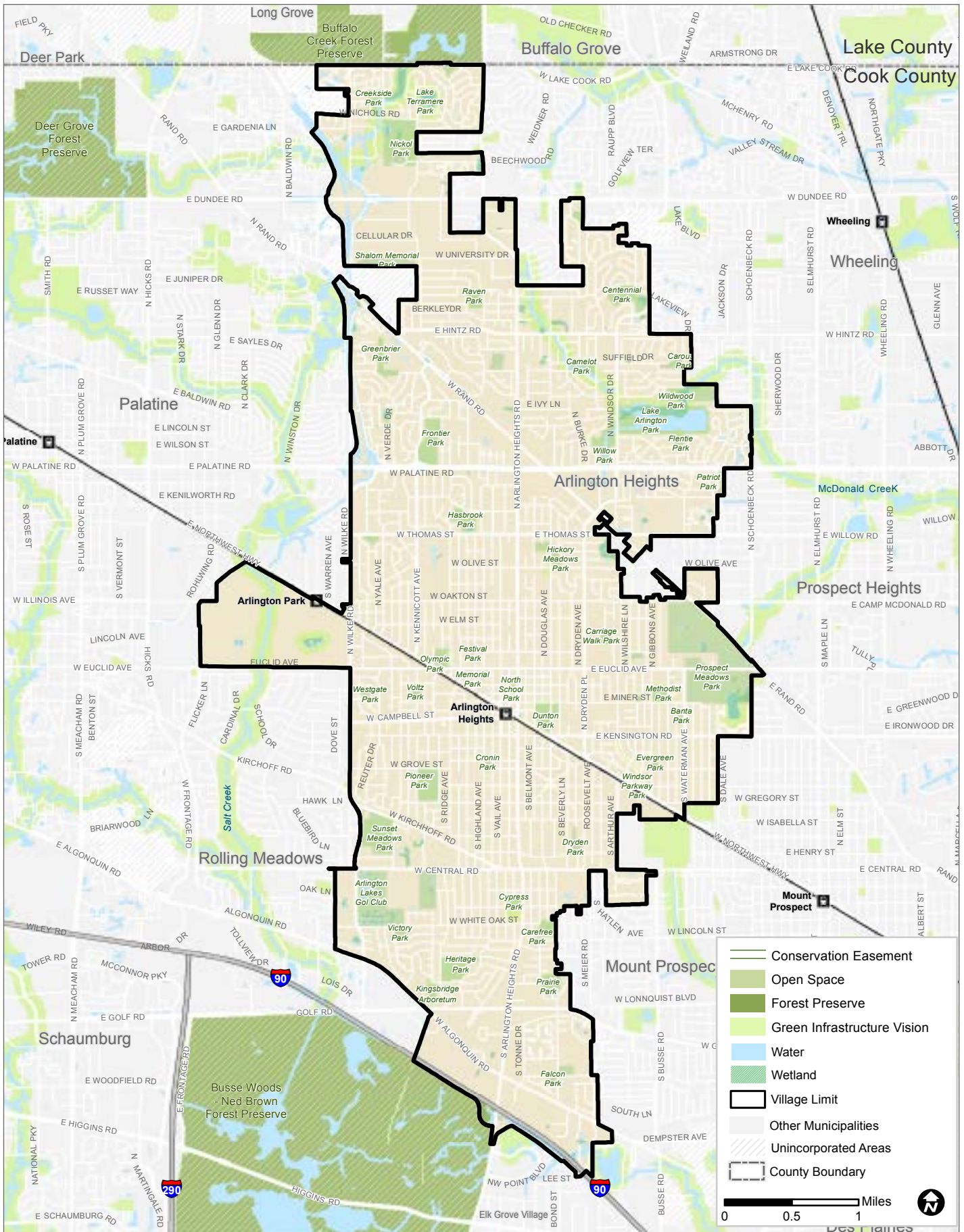
There are various scales of commercial development within Arlington Heights, including small commercial nodes within neighborhoods, downtown shops, and larger, auto-oriented commercial developments along the major thoroughfares. Accounting for 8.6 percent of total land uses, in terms of built form, commercial properties in Arlington Heights generally fall into two categories: mixed-use and automobile-oriented. Mixed-use development has retail space on the ground floor with residential above, and building fronts relatively close to the sidewalk. Automobile-oriented developments have large set-backs to provide space for large parking lots, typically in front of the buildings, which results in significant distance between the sidewalk or street and the front door of the business.

Downtown Arlington Heights not only includes a number of multi-family developments as noted earlier, but it is also, over most of its extent, a pedestrian-oriented mixed-use shopping and entertainment district. As such, downtown Arlington Heights is a good example of the first classification, while the larger shopping centers along Dundee Road, Rand Road and Arlington Heights Road, and Golf Road and Arlington Heights Road exemplify auto-oriented commercial development. Arlington Park Race Track is also included within this land use classification. The horse track is a significant land use in the community that adds not only to the local economy but also to the Village's image and identity.

4.5.6. Industrial

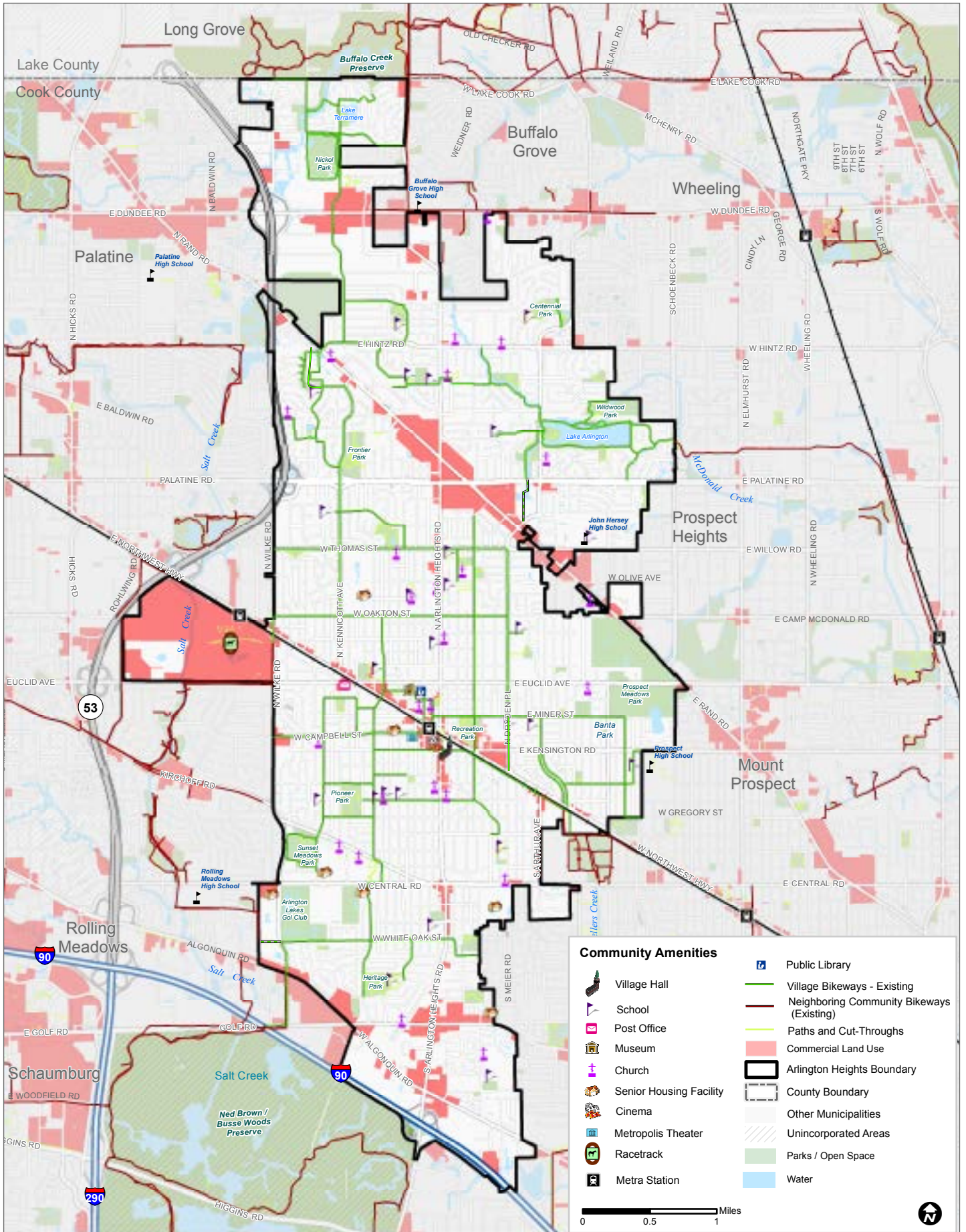
Industrial uses make up 3.4 percent of Arlington Heights land uses and are concentrated in the southern segment of the Village along I-90 and near the northern segment of the Village near Dundee Road and Illinois Route 53.

Figure 4.3. Green Infrastructure & Open Space



Chicago Metropolitan Agency for Planning, 2014.

Figure 4.4 Community Facilities



4.6. Transportation, Employment, and Affordability

4.6.1. Mode Share

Compared to Cook County and the region, a higher percentage of Arlington Heights residents drive alone to work, while fewer walk or bike. When compared to Cook County, Arlington Heights has a significantly lower proportion of transit users. Notably, the proportion of Arlington Heights residents who walk or bike to work (2.08%) is lower than the averages for Cook County (5.45 percent) and the region (4.11 percent).

Table 4.9 Mode Share, as Percentage of Work Trips

	Arlington Heights		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
Work at Home*	1,874	N/A	93,836	N/A	171,635	N/A
Drive Alone	30,514	86.16%	1,485,736	65.21%	2,731,969	72.50%
Carpool	1,766	4.99%	221,832	9.74%	348,682	9.25%
Public Transit	2,191	6.19%	420,010	18.43%	489,131	12.98%
Walk or Bike	736	2.08%	124,078	5.45%	154,848	4.11%
Other	207	0.58%	26,844	1.18%	43,476	1.15%
Total Commuters	35,414	100.00%	2,278,500	100.00%	3,768,106	100.00%

Source: 2008-12 American Community Survey, U.S. Census Bureau

*Not included in "total commuters."

4.6.2. Employment and Residential Locations

Arlington Heights residents are employed throughout the metropolitan region, with 87.25 percent of its residents working outside the Village. It is interesting to note, however, that nearly 24 percent of Arlington Heights residents work in adjacent or nearby municipalities, which when combined with the residents who that work in Arlington Heights, give a percentage of approximately 33.75 percent who work within relatively easy cycling distance . The remaining 49.12 percent work in other municipalities primarily within Cook County and the rest of the CMAP region. The greatest densities of destinations are in Schaumburg, O'Hare Airport, and the Chicago Loop. Of these, only the Loop and Schaumburg's Woodfield area are directly accessible by public transit from Arlington Heights without multiple transfers.

Workers in Arlington Heights come from all parts of the seven-county Chicago metropolitan region. Almost 11 percent of the Arlington Heights commuting workforce lives in the Village itself. The second highest percentage for a municipality where persons who work in Arlington Heights reside is the City of Chicago (8.84%). As noted above, almost 24 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 fact presents an opportunity to increase the bicycling, transit – and in some cases, walking – commute mode shares by improving,



Table 4.10 Employment Location of Arlington Heights Residents, 2011

Location	Count	Percent
City of Chicago	5,385	15.42%
Village of Arlington Heights	4,452	12.75%
Village of Schaumburg	1,523	4.36%
Village of Elk Grove Village	1,089	3.12%
City of Des Plaines	994	2.85%
Village of Mount Prospect	990	2.83%
Village of Wheeling	915	2.62%
Village of Northbrook	823	2.36%
City of Rolling Meadows	809	2.32%
Village of Glenview	791	2.26%
Other Municipalities	17,153	49.11%
Counties		
Cook County, IL	24,482	70.10%
Lake County, IL	4,009	11.47%
DuPage County, IL	3,563	10.20%
Kane County, IL	567	1.62%
Will County, IL	348	1.00%
McHenry County, IL	216	0.61%
Other Counties	498	5.00%
Total Employed Population	34,924	100.00%

Source - Longitudinal Employer-Household Dynamics, U.S. Census Bureau

expanding, and connecting municipal bikeway networks, public transportation routes, walkways, and other multimodal infrastructure.

4.6.3. Housing + Transportation Affordability Index

Table 4.12 shows the combined costs of housing and transportation for typical households in Arlington Heights, Cook County, and the Chicago metropolitan region. 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 4.12 shows the percentage of total income a household earning the region's Average Median Income (AMI) would spend on housing plus transportation if that household lived in the average home in Arlington Heights, Cook County, or the Chicago metropolitan region.

Table 4.11 Residence Location of Workers in Arlington Heights, 2011

Location	Count	Percent
Village of Arlington Heights	4,452	10.25%
City of Chicago	3,839	8.84%
Village of Palatine	2,121	4.88%
Village of Mount Prospect	1,548	3.56%
Village of Schaumburg	1,543	3.55%
Village of Hoffman Estates	1,064	2.45%
City of Rolling Meadows	1,039	2.39%
City of Des Plaines	959	2.21%
Village of Buffalo Grove	907	2.09%
Village of Elk Grove Village	895	2.06%
Other Municipalities	25,082	57.73%
Counties		
Cook County	25,544	58.79%
Lake County	4,733	10.89%
DuPage County	4,243	9.77%
McHenry County	2,725	6.27%
Kane County	2,606	6.00%
Other County	1,634	3.76%
Will County	1,051	2.42%
Other Counties	913	2.1%
Total Employed Population	43,449	100.00%

Source - Longitudinal Employer-Household Dynamics, U.S. Census Bureau

The combined cost of housing and transportation in Arlington Heights is higher than that of both the County and the region. Overall, a household with the region's median income would spend 53.2 percent of their income on housing and transportation in Arlington Heights compared to 46.32 percent for Cook County on average. This difference means that Arlington Heights has a housing cost burden that makes it slightly more expensive to live in. At 53.2 percent, Arlington Heights's 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 4.12 Housing and Transportation Costs, 2010

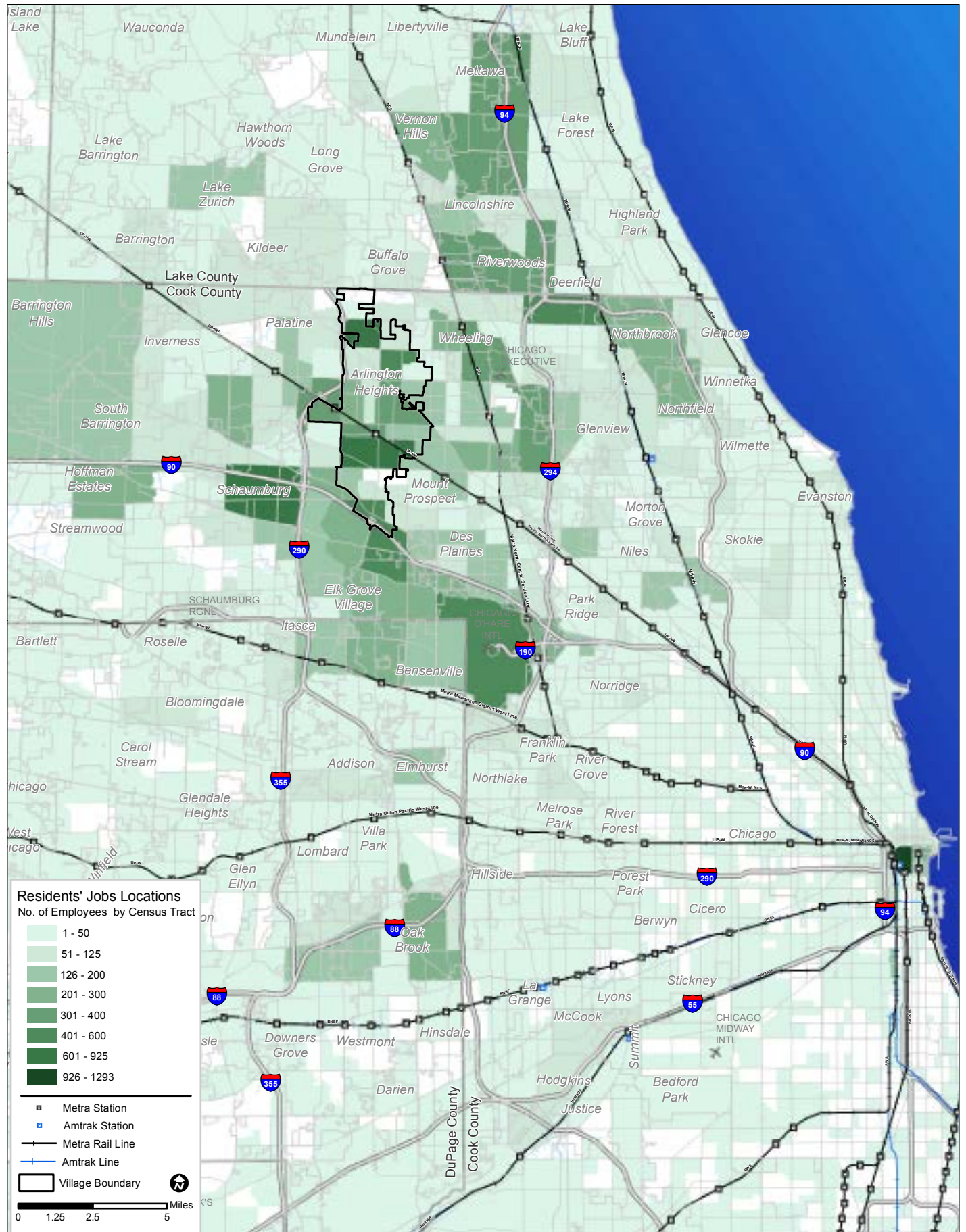
	Arlington Heights	Cook County	Chicago Region (MSA)
Housing Costs as percent of income	30.0%	26.75%	28.15%
Average Monthly Housing Cost \$ / month	\$1,507.94	\$1,343.80	\$1,414.40
Transportation Costs as percent of income	23.2%	19.57%	21.82%
Annual Transportation Cost \$ / year	\$13,949.58	\$11,799.13	\$13,152.74
"H+T" Costs as percent of income	53.2%	46.32%	49.97%

Source: CNT, "H+T Affordability Index": <http://htaindex.cnt.org/map/>

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

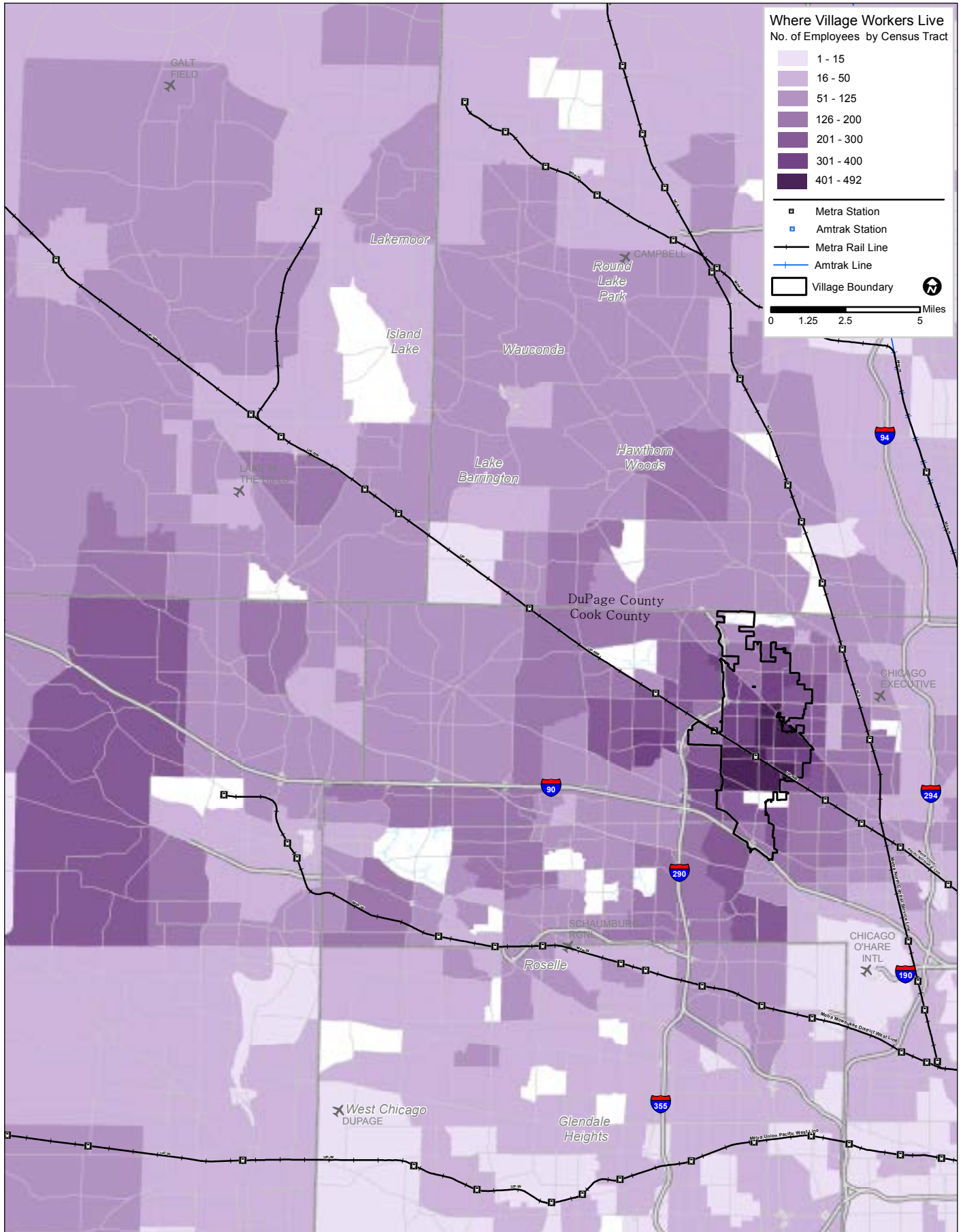


Figure 4.5 LEHD: Where Arlington Heights Residents Work



Source: U.S. Census, LEHD, 2011.

Figure 4.6. LEHD: Where Persons Who Work in Arlington Heights Reside



Source: U.S. Census, LEHD, 2011.

Chicago Metropolitan Agency for Planning, 2014.



Page left blank intentionally



Chapter 5 TRANSPORTATION INFRASTRUCTURE





Chapter 5: Transportation Infrastructure

5.1. Key Findings

The following are key findings regarding the existing transportation infrastructure in the Village of Arlington Heights. Moving forward in the planning process, these key findings will help shape and inform the Bicycle and Pedestrian Plan recommendations.

- ***Large arterial streets within and bordering the Village act as both physical and mental barriers.*** Large, busy (multi-lane, high speed, high volume) arterial roads act as barriers to bicycling and walking in Arlington Heights. Given their prevalence, such roads separate many common walking and bicycling origins and destinations, including residences and schools or parks.
- ***There are gaps in the Village’s sidewalk system.*** While most of the Village has good sidewalk coverage, some of the large arterials carrying high volume, high speed traffic either lack sidewalks in certain segments or have relatively narrow back-of-curb sidewalks along them. It is important to note that in 2014 the Village spent over \$1 million to remove and replace sidewalk and improve ADA corners. Clearly, the Village is working towards keeping conditions favorable for pedestrians and bicyclists. A goal of the ultimate Plan will be to assist the Village in prioritizing future sidewalk and street improvements.
- ***The downtown core is for the most part highly walkable and reasonably bike-friendly.*** However, crossing locations along Arlington Heights Road and over the railroad tracks need improvements.
- ***Arlington Heights’ bicycle network consists almost entirely of signed on-street routes.*** Although there are many signed routes in the system, some portions of the network need additional signs, some signs are inconsistent with national guidance and standards, and others are in need of improved maintenance.
- ***In addition to signed routes, recent Village bikeway projects include the Douglas Avenue multi-use path, reconstruction of the McDonald Creek path, pedestrian/bicycle underpass at Davis St./ Douglas Ave., extension of the Davis Street sidepath, Commuter Drive sidepath, Phase 1 and approval of***

Euclid sidepath extension (in partnership with lead agency, Rolling Meadows). Future projects include a multi-used path along Dundee Road, between Kennicott and Ridge, installation of a rectangular rapid flashing beacon at Kirchooff and Dywer, in conjunction with the widening/re-stripping of the crosswalk on the west leg of this intersection, and intersection improvements focused on pedestrians and safety improvements at Wilke and Northwest Highway. To accommodate bicyclists through the Wilke and Northwest Highway intersection, the 5-foot sidewalk to that runs along the east side of Wilke Road from Oakton Street to Northwest Highway and along the west side of Wilke Road from Northwest Highway to the Arlington Park entrance will be widened to an 8-foot sidepath. This new path will make a much needed connection from the designated bike route along Oakton Street to the Arlington Park Metra station. Additionally, the 5-foot sidewalk along the north side of Northwest Highway from Wilke Road to Warren Avenue will increase to a 10’ sidepath,

- ***There is no convenient bicycle route to nearby forest preserve trails.*** The lack of connections to the adjacent forest preserves and their trails systems was stated throughout the outreach process as a significant issue.
- ***Although the Village does undertake significant sidewalk and road maintenance and improvement projects, according to residents, there are some improvements necessary.*** More specifically, poor pavement conditions, faded roadway markings, encroachment of vegetation into pedestrian and bicycle paths, obstructions in pedestrian and bicycle paths were cited as issues.
- ***The “triangle” area needs improvement.*** The “triangle” area where Rand Road, Palatine Road, and Arlington Heights Road intersect is particularly unaccommodating and inaccessible for pedestrians and bicyclists. Convenient crossings are lacking in this area.
- ***The southern portion of the Village is in need of pedestrian and bicycle circulation improvements.*** The absence of connected streets and the large “big box” style development in the southern part of the Village (near Golf and Algonquin Roads. and along

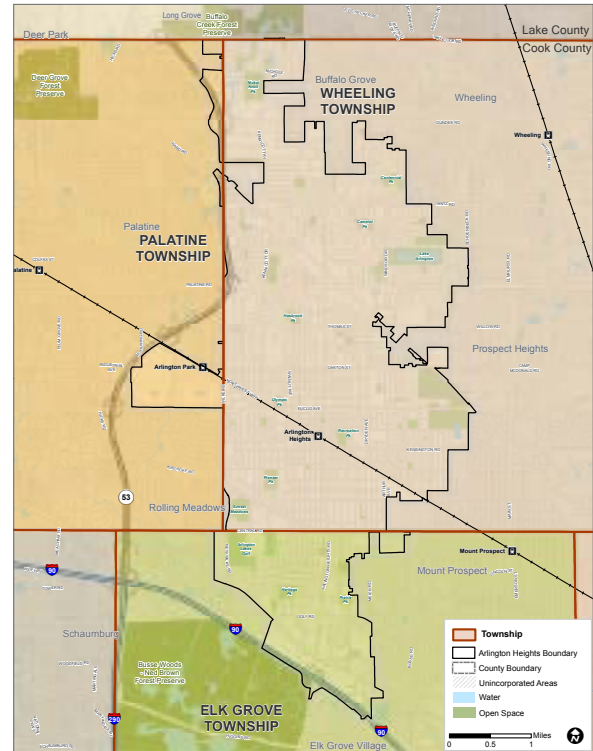
I-90) does not conveniently accommodate bicyclists and pedestrians.

- **Many large arterials are lacking appropriately spaced crossings.** Large diagonal arterials (Algonquin Road, Northwest Highway and Rand Road) create skewed intersections with very long crossings. Crosswalks are often lacking at these intersections.
- **As currently designed and operated, many signalized intersections do not adequately accommodate bicyclists and pedestrians.** For example existing signals cannot be activated by bicycles; pedestrian signal heads are lacking; signal timing does not allow adequate time for pedestrians to cross; activation buttons are lacking, do not work, or are placed where pedestrians and bicyclists cannot easily use – or understand – them; accessibility features are lacking.
- **Arlington Heights has a number of sidewalk “cut-throughs” that improve walkability.** Cut-throughs create direct, convenient routes for pedestrians where the roadway network is disconnected or requires longer-distance, circuitous routing.
- **Arlington Heights is comparably well-served by transit.** Arlington Heights offers residents good opportunities for utilizing public transportation. In addition to commuter rail service to downtown Chicago and other communities along the UP NW line, as well as fixed Pace bus routes, the Call-n-Ride service provides flexibility for shorter trips via transit within the southern half of Arlington Heights and Rolling Meadows. Wheeling Township also offers Call-a-Ride service for seniors and the disabled. The northern half of the Village is less well served than the southern half.

5.2. Walkability

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

Township Boundaries



Having the ability to walk to accomplish errands or to reach a variety of amenities is good for personal health, the environment, and for household cost savings. The website WalkScore.com estimates the following:

- People in walkable places weigh 6-10 pounds less than people in auto-oriented communities.
- For every ten minutes a person spends in a daily car commute, time spent in community activities falls by 10 percent.
- One point of Walk Score is worth \$3,000 in home value.

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

Walkscore ratings mostly rely on the number of accessible amenities (Figures 5.2 and 5.3), but also

Figure 5.1. Sub-Regional transportation infrastructure

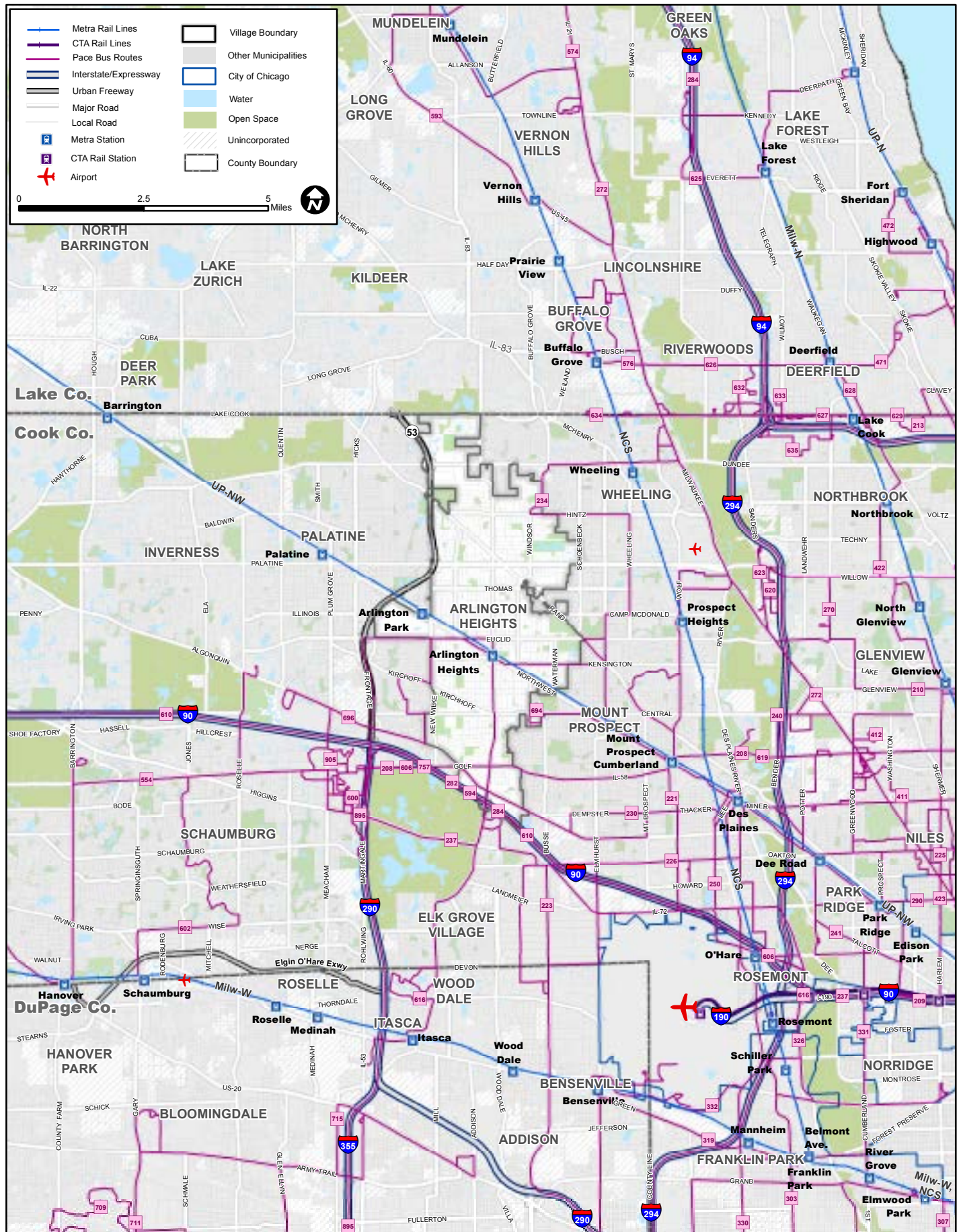


Figure 5.2. Walkscore

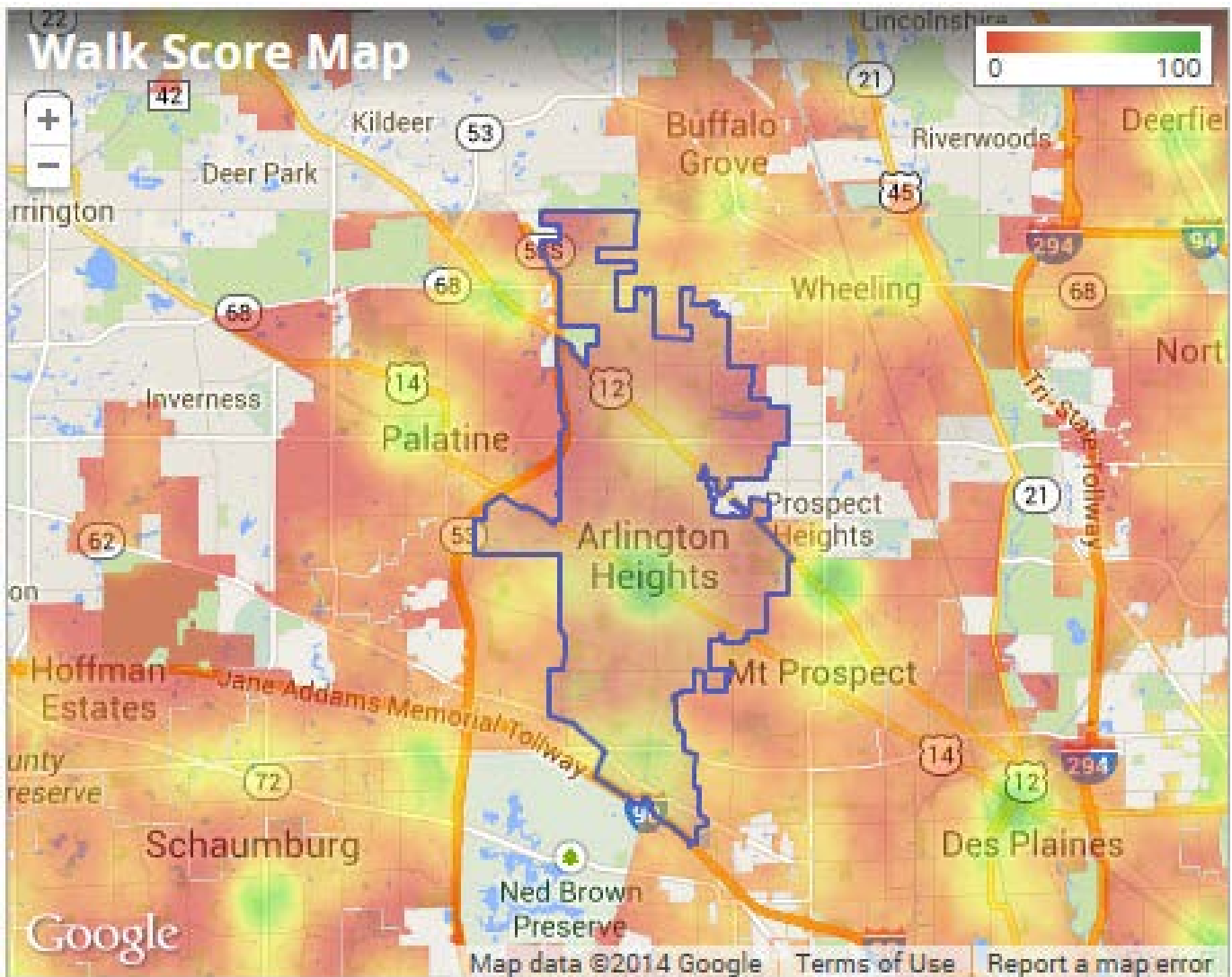
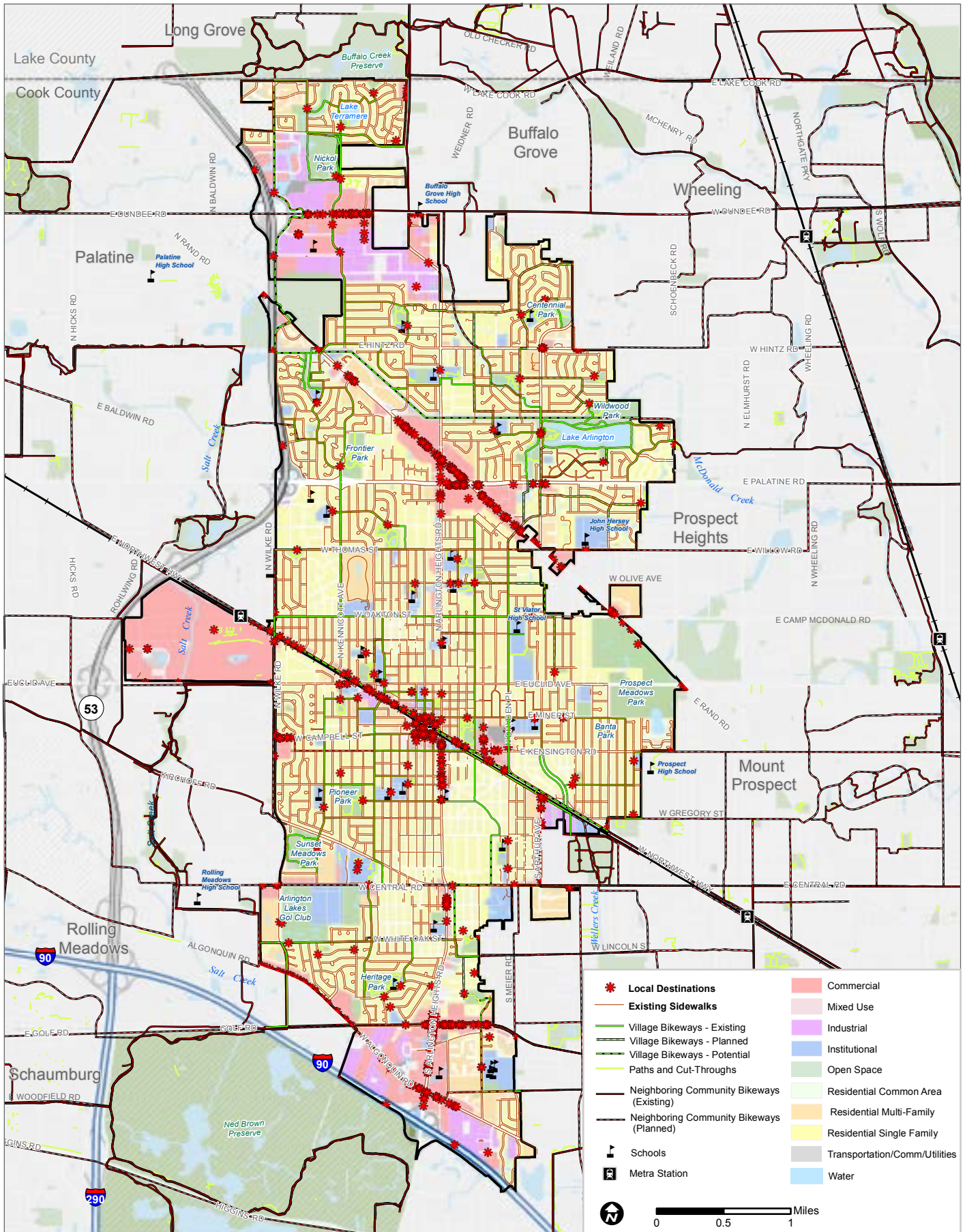


Figure 5.3. Pedestrian Amenities



include factors such as access to transit, intersection density, block length, and population density. Strategies that help to create a more connected and attractive pedestrian network focus on the importance of clear wayfinding systems, connections to transit and other travel modes, public space amenities such as street furniture and public art, as well as designs for walkways and the public right-of-way that are based on the “Sidewalk Zone System,” which allocates and assigns roadside space to ensure the safety, comfort, and convenience of pedestrians.¹⁰ Having a high-quality pedestrian experience is important to both encourage more people to walk, and ensure that walkability can be an inclusive characteristic throughout the Village to enhance quality of life and increase environmental sustainability, safety, and mobility. Other tools exist to help communities understand walkability generally and assess their own walkability. One such tool, produced by the Walk Friendly Communities program, is the Community Assessment Tool, available at <http://www.walkfriendly.org/WalkFriendlyCommunitiesAssessmentTool.pdf>.

5.2.1. Sidewalks & Paths

Sidewalks, which provide a dedicated right-of-way for pedestrians, represent the most basic and essential element in walkable communities. However, the mere presence of sidewalks does not in and of itself guarantee that travel on foot will be truly safe, comfortable, and convenient. Sidewalks vary in quality and in the experience they offer to those who use them. Issues such as obstructions, poor maintenance, lack of curb ramps and other accessibility features, insufficient width, proximity to high-speed traffic, and gaps in the network can limit the utility and function of sidewalks.

There are approximately 393 miles of sidewalk throughout Arlington Heights, allowing residents and visitors to walk between homes, places of employment, and other destinations and amenities. Of the Village’s 309 miles of roadways, approximately 69 percent (214 miles) have sidewalks on both sides. Another 10 percent (31 miles) have sidewalk on one side, which in some cases is due to the road’s location on the border of the Village and in others to the adjacent land use or infrastructure that does not call

for sidewalks, such as cemeteries, parks, or rail lines. Another 64 miles, or 21 percent, of Village roadways do not have sidewalks on either side. Most areas that lack sidewalks are older single-family residential neighborhoods where streets typically have rural cross-sections, ‘big box’ and ‘strip’ style commercial developments, or industrial employment areas. However, some large, multifamily developments also have or are surrounded by streets without sidewalks.

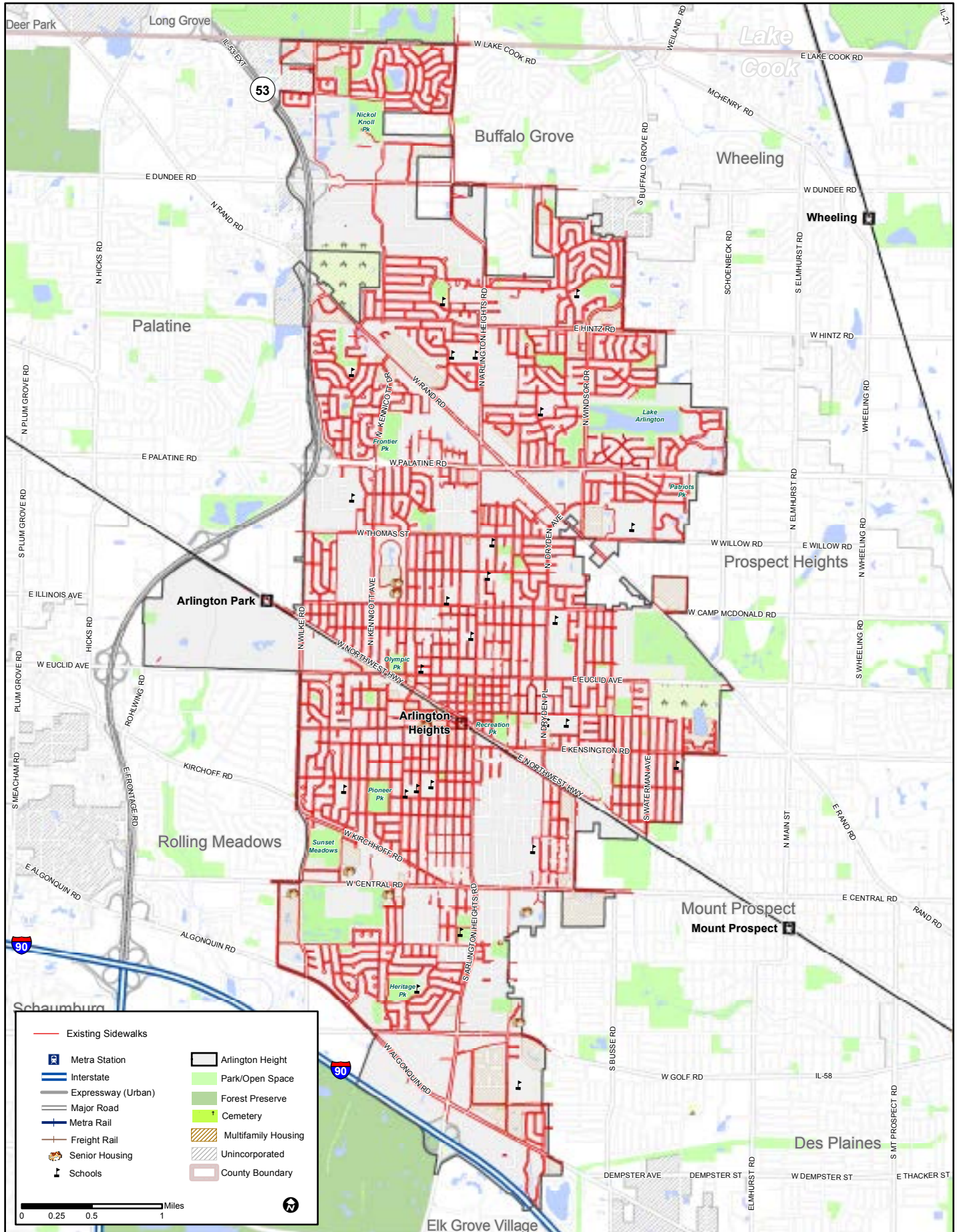
As can be seen in Figure 5.4, Arlington Heights has very good sidewalk coverage, which supports walkability. However, issues and concerns about the sidewalks have been raised by residents. These include concerns related to maintenance and the condition of sidewalks; the encroachment of vegetation; the presence of obstacles such as light poles or sign posts in the sidewalk; the absence of curb ramps and other accessibility features (see pictures of examples on page 70); and the difficulties encountered where sidewalks cross train tracks. In addition, surveys and public input have indicated concerns with sidewalks along some major arterials that are located directly adjacent to travel lanes carrying high-speed and high-volume traffic. Examples of this situation can be found along Arlington Heights Road, Algonquin Road, and parts of Central, Northwest Highway, Palatine, and Rand Roads.

Sidewalk coverage around schools and parks is, overall, very good. Of approximately 18.1 miles of roadways that are designated and signed School Zones, only an estimated 1.95 miles of sidewalk is missing from one side or the other. Out of 75 municipal parks totaling approximately 635 acres²¹, only 3.14 miles of adjacent roadway appear to lack sidewalks. Moreover, in some of the relatively small number of places where sidewalks are missing, they may not, in fact, be feasible due to existing infrastructure along roadways (e.g. fencing), parallel path systems within the parks, environmental features of adjacent land (e.g. wetlands), and/or adjacent topography (e.g. ditches, embankments, etc.).

In addition to sidewalk coverage, another accepted measure of walkability is block size and the ‘connectedness’ of existing streets, which can be assessed through intersection density. While a fairly

²¹ This acreage reflects the GIS data provided by the Village.

Figure 5.4. Existing Sidewalks



fine-grained street grid pattern is found throughout much of the Village, some areas either lack well-connected streets (e.g. the large, 'big box' retail areas south of Golf Road and along Rand Road and the light industrial/commercial areas in the north) or have long blocks and/or curvilinear street patterns with cul-de-sacs (e.g. residential areas, mostly in the northern part of the Village). Such conditions make it difficult for pedestrians to find a convenient, direct route. Helping to alleviate the challenges are pedestrian cut-through paths that are scattered throughout Arlington Heights. These short sidewalk segments help to overcome disconnected street patterns and facilitate walkability. The majority of these cut-through paths run between residential properties - making it easier and faster to get from one block to another - though a few connect residential neighborhoods to open space, trails, schools, or commercial areas.

To help visualize and assess overall walkability in the Village, Figure 5.5 illustrates the relative density of intersections across the Village as a whole. Green indicates areas with higher intersection density, while red indicates areas with lower densities. Intersection density is often used as an indicator of the general, potential walkability of a community or neighborhood insofar as it relates to block size - higher intersection density equals smaller block sizes - and roadway network connectivity - more intersections equals more connectivity.

To further assess walkability in terms of accessible and convenient routes to local destinations, Figure 5.6 illustrates the areas that are within 5 and 10-minute walks to various important select destinations for which walking would - or should - be a prioritized mode of travel, including schools, Metra stations, senior housing, and clusters of retail/commercial establishments. The map is intended to give a general idea of walkability in the various parts of the Village. For more information and visualization of walksheds around Pace bus stops and Metra stations, see Figure 5.19 Access to Transit. In the making of this map, we have excluded from the possible pedestrian routes the large arterial roads, which residents have indicated function as barriers to walking, especially

for children, seniors, and persons with disabilities. These roads, though they may have sidewalks running along them, are typically very difficult to cross. In segments where sidewalks exist but are placed directly adjacent to vehicular traffic, they can also be difficult or uncomfortable for many users to walk along. The "walkshed" that emanates from each of these points, and the highlighted pedestrian-accessible roadways, trails, and paths, visualize the connectivity of the streets and, by extension, the local pedestrian network, highlighting the limited coverage afforded by big-box and strip style commercial areas, as well as curvilinear streets and their arrangement of long blocks.

Comparing the general shapes of the walksheds allows one to understand the general, overall walkability and connectivity of the areas around the destinations.



Sidewalk directly adjacent to travel lane (Arlington Heights Road)



Vegetation encroaching on sidewalk/sidepath. Although in general Wilke Road is well maintained, the tree limbs in this photo hang low over the sidepath.

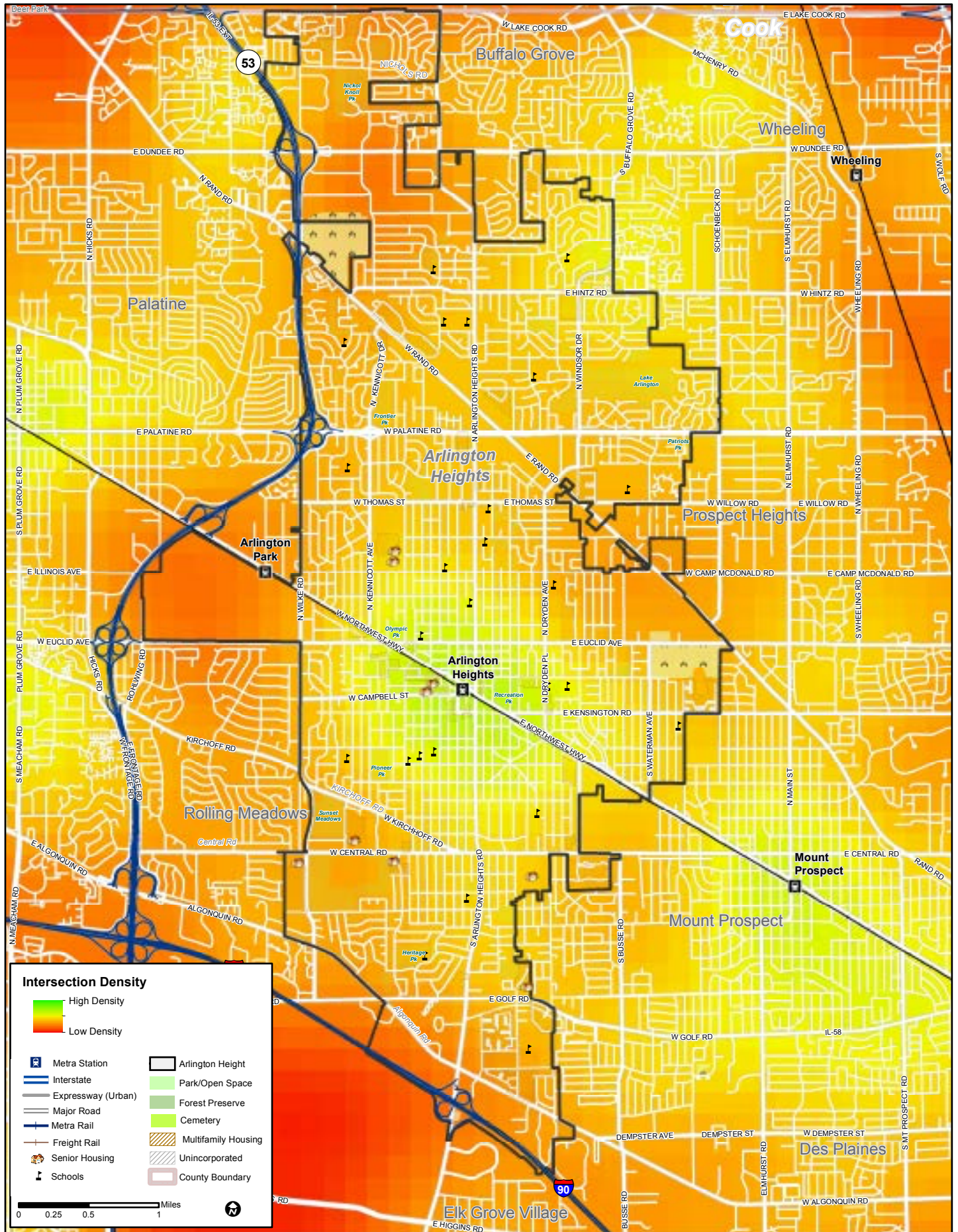


Obstructions in sidewalk (Arlington Heights Road)



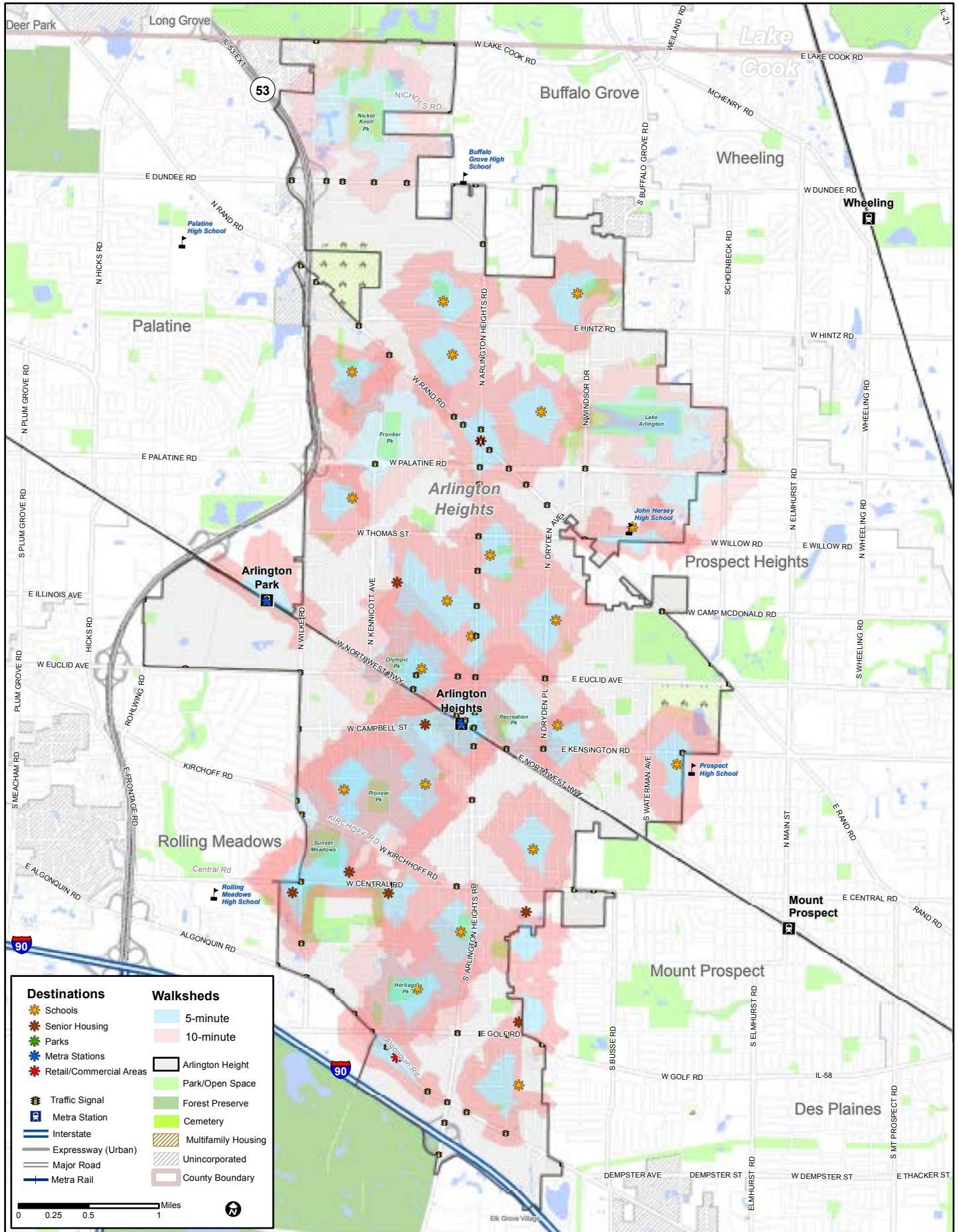
Inaccessible sidewalk (Palatine and Arlington Heights Roads)

Figure 5.5. Intersection Density



Source: Chicago Metropolitan Agency for Planning, 2014.

Figure 5.6. Five- and Ten- Minute Walkshed





The closer a walkshed is to a perfectly symmetrical diamond, the more walkable and connected the area. The more dendrite-shaped walksheds indicate less walkability and connectivity. Arlington Heights' downtown area stands out for its walkability and connectivity. To a degree, in areas outside of downtown, the presence of pedestrian cut-throughs and trails helps to fill gaps in the pedestrian network and to connect areas that, though adjacent, are otherwise cut off from one another. However, in the winter, the plowing of streets can result in cut-throughs being blocked by snow. Village operations policies should address these issues since the cut-throughs provide unique access and may also serve as safe routes to school, which the Village promotes and has been successful in securing Safe Routes to School (SRTS) grant money to advance.²²

While the majority of schools and other mapped destinations are located along the pedestrian network and have sidewalks connecting to them, it is important to note that the destinations along or near the major arterials, including Rand Road, Algonquin Road, Golf Road, Palatine Road, Arlington Heights Road, and others may lack comfortable and convenient pedestrian access and amenities. The downtown area for the most part is very walkable, but the area does suffer from difficulties encountered crossing the railroad tracks, Northwest Highway and Arlington Heights Road.

Arlington Park and the Metra station that serves it may appear to be cut off from easy pedestrian access by Illinois Route 53, but in fact, recent reconstruction of Commuter Drive included a 10-foot asphalt multi-use path along the south side of the road. This new path connects the existing Rohlwing Road sidepath to the Arlington Park Metra station parking lot, providing pedestrian and bicycle access under Illinois Route 53. Pedestrian access to the station from areas to the north and east involves crossing the intersection of Wilke Road and Northwest Highway. This intersection is programmed by IDOT for reconstruction, which will include pedestrian and bicycle improvements such as widened sidewalks, widened and more clearly marked crosswalk striping, and pedestrian actuated countdown signals.

The walkshed map reinforces the need to develop safe crossings of major arterials at convenient locations. As indicated in other figures, areas that lack pedestrian connectivity are located in the southern part of the Village, the "triangle" area where Rand Road, Arlington Heights Road, and Palatine Road intersect, and the industrial/commercial areas in the northern part of the Village.

5.2.2. 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. Pedestrian crossings at signalized intersections vary throughout the Village. Examples of existing pedestrian crossing features include enhanced crosswalk designs,²³ longitudinally-striped

²² In 2007, the Village received two SRTS grants, totaling \$67,000, to initiate a walking/biking mileage club or other contest and to start a walking school bus program.

²³ For example, crosswalks that have colored and stamped pavement, in the downtown area, which may use in-road "stop for pedestrian" signs, or utilize activated pedestrian beacons.



Sidewalks in residential neighborhood - parkway buffer.



Downtown pedestrian amenities - sidewalk zone system.



A pedestrian "cut-through" connecting a residential neighborhoods and park.



A poorly-maintained pedestrian "cut-through" that is not bicycle friendly or accessible

²⁴ Crossing distance is measured from landing to landing and includes median islands, which may provide a safe refuge for pedestrians. The skewed intersections at Algonquin Road and Golf Road, Rand Road and Palatine Road, and Rand Road and Arlington Heights Road are especially large, challenging intersections for pedestrians and bicyclists.



Extremely large intersection, Palatine Road and Kennicott Avenue, which is difficult to cross.



The intersection of Campbell Street and Vail Avenue in the downtown area, with pedestrian-friendly amenities.



Large expanse of asphalt at intersection of Palatine Road and Rand Road -- even with a median, it is difficult to cross.



Typical neighborhood intersection (Sigwalt Street and Ridge Avenue), along a designated bicycle route.

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 due to the long crossing distances, the large volumes of traffic (including large trucks), high operating speeds, and complicated vehicular movements (double turn lanes, skewed intersections, etc.). Especially difficult are intersections where two major arterials cross at a skewed angle. Crossing distances at such intersections, which are not uncommon in the Village, can exceed 200 or even 250 feet.²⁴

Major arterial roads in the Village of Arlington Heights carry average daily traffic volumes of 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 intersection corners to accommodate such vehicles. These intersections can be difficult to traverse for pedestrians and bicyclists. However, treatments do exist to improve conditions for bicyclists and pedestrians at such intersections. An example from the City of Geneva, IL is pictured below. It should be noted, however that effective designs vary according to context.

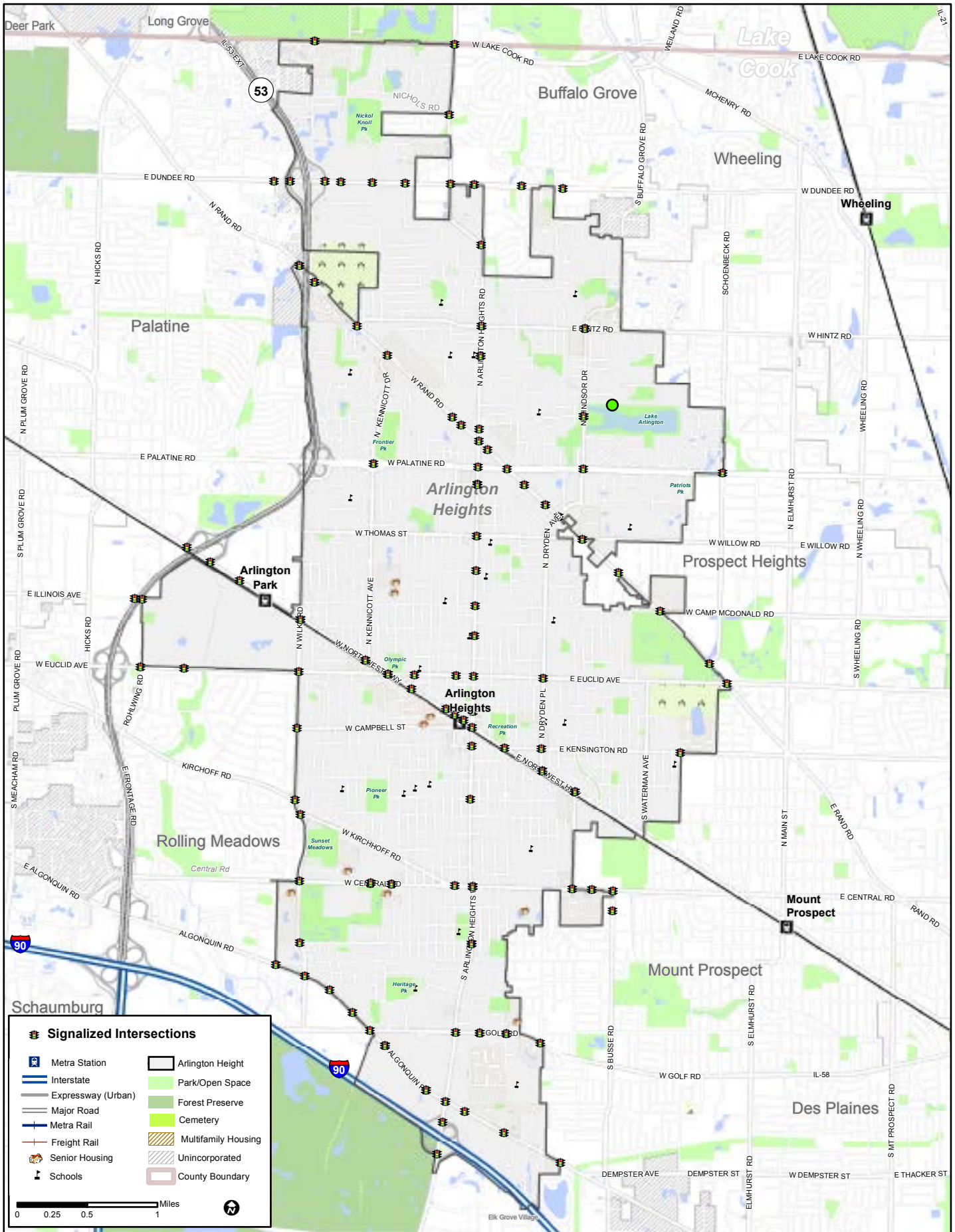
Arlington Heights has exemplary streetscaping in the downtown area, with brick pavers for crosswalks, planters, benches, on-street parking, wide sidewalks, and pedestrian-scaled lighting. As mentioned above, a high percentage of streets in the Village have sidewalks, and street trees are very often present. Sections of Wilke Road, Rand Road, and Central Road, however, are missing some 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.

Table 5.1. Types of Pedestrian Crashes

Injury Type	Definition
K Fatal	A crash in which at least one person dies within 30 days of the crash.
A Incapacitating Injury (Serious)	Any injury that prevents the person from walking, driving, or normally continuing the activities he/she was capable of prior to the injury. Includes severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries.
B Non-incapacitating Injury	Any injury that is evident to observers at the scene of the crash. Includes lumps on the head, abrasions, bruises, and minor lacerations.
C Reported, Not Evident	Any injury reported or claimed, which is not listed above. Includes momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea, hysteria.

Source: Illinois Traffic Crash Report SR 1050, 2009

Figure 5.7. Signalized Intersection Locations



Source: Chicago Metropolitan Agency for Planning, 2014.



In addition to information, ideas, and opinions obtained through field surveys and community outreach activities, maps showing pedestrian and bicycle crashes over several years can help identify locations where improvements may be needed. All of these are along major, multi-lane arterials, with high travel speeds and traffic volumes. Figure 5.8 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. Figures 5.9 and 5.17 show, respectively, pedestrian and bicyclist crashes separately. It should be noted that, since we do not have the volumes for pedestrians and bicyclists traveling along roadways, we cannot calculate the relative risk of crash locations.

5.2.3. Pedestrian Safety

The large and busy arterial roads present the greatest potential dangers to pedestrians. For five years of data (2008-2012), all fatal and incapacitating injury crashes (Type 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. In total, 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 5.9 - is almost certainly a reflection of the number of persons walking in this area rather than the relative danger or risk. Out of 8 pedestrian crashes in the downtown core, only one (at Northwest Highway and Dunton Avenue) was a Type A crash. Four were Type C crashes, while the remaining three were Type B. The large majority of pedestrian crashes have as their cause, the driver "Failing to yield right-of-way," "Failing to reduce speed," or "Disregarding traffic signs, markings, or signals." Twenty of the 65 pedestrian crashes are indicated as having occurred at signalized intersections. A total of six pedestrian crashes (three of which were Type A) occurred along Arlington Heights Road near Euclid and Hawthorne. Nearly half of all pedestrian crashes occurred in low-light conditions.

The one fatal pedestrian crash that occurred during these years was along Algonquin Road, approximately



Pedestrians walking along 'goat path' (Arlington Heights Road).



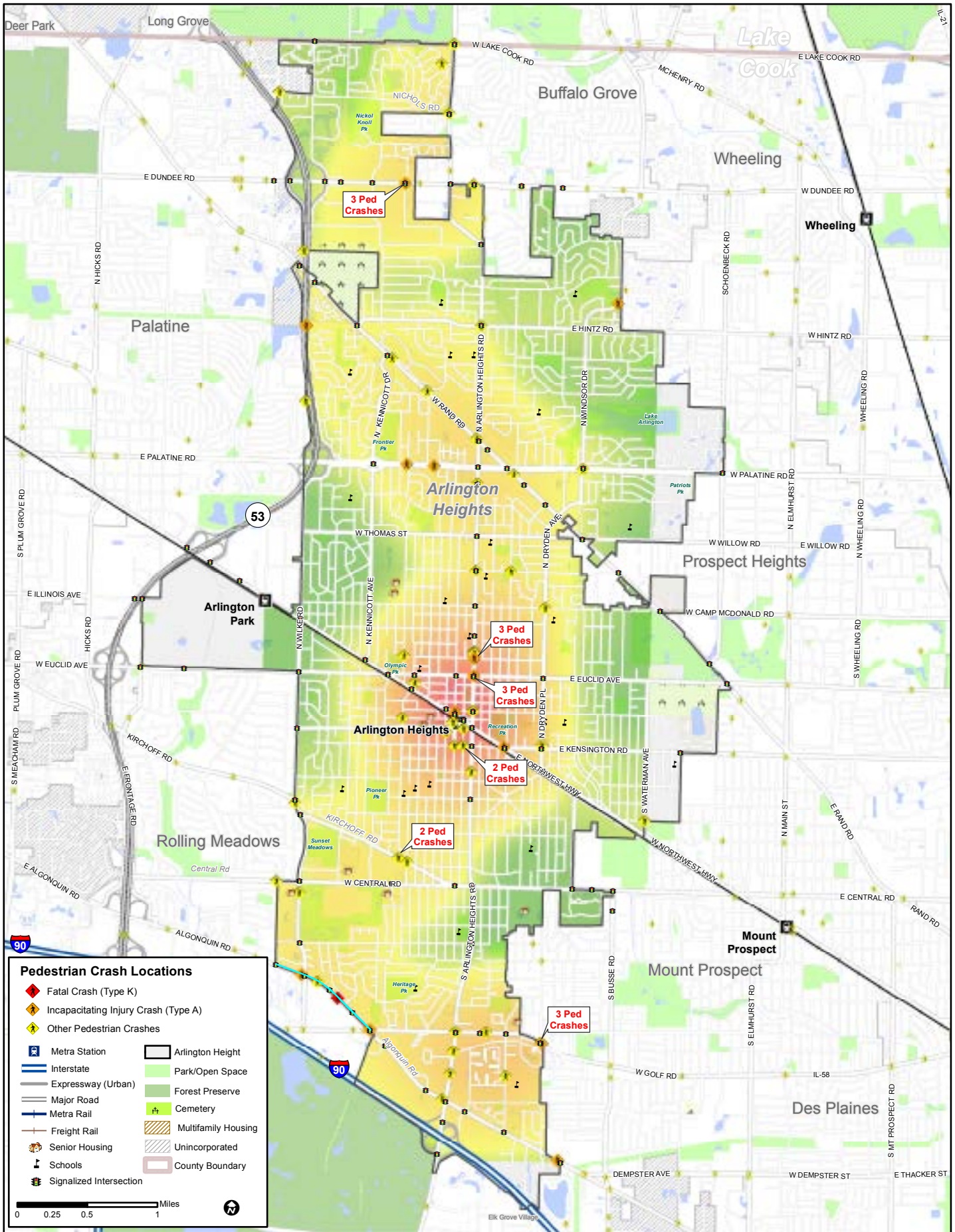
Large arterial crossing with inadequate accommodation for pedestrians or bicyclists (Algonquin and Arlington Heights Roads).

halfway between existing traffic signals, near Kennicott Avenue. In the northern part of the Village, two Type A crashes occurred at the intersection of Dundee Road and Ridge Avenue. Two more occurred along Palatine Road, at locations between Kennicott Drive and Arlington Heights Road. One Type A crash occurred on Buffalo Grove Road at the Village border

In addition, in 2013, a bicyclist riding on the path that circles Lake Arlington collided with a pedestrian on the path, which resulted in the death of the pedestrian. In response to this crash, the Park District instituted new rules mandating that bicyclists ride in a counter-clockwise direction only, that they obey the 8-mph speed limit, and that they and pedestrians stay on the side of the path designated for those uses. (The path is divided into an inside lane for pedestrians and an outside lane for bicyclists.) The Park District also began a safety education campaign, "Launch, Walk and Roll," to promote the changes to the Lake Arlington pathway rules and to encourage adherence to the rules. The Park District continues to monitor behavior and safety at Lake Arlington.

In the central part of the Village, four Type A crashes

Figure 5.9. Pedestrian Crashes (2008-12)





occurred along Arlington Heights Road: two at the intersection of Arlington Heights Road and Euclid Avenue; and one more nearby at Hawthorne Street. Two Type A crashes occurred along Northwest Highway: one near the underpass at Kensington Road and Douglas Avenue; and another near the Metra station at Dunton Avenue.

In the southern part of the Village - in addition to the one fatal crash - two Type A crashes occurred along Algonquin Road: one at Golf Road, and another at Wilke Road. Two other Type A crashes occurred at the border with Mount Prospect: one on Golf Road and one on Algonquin Road.

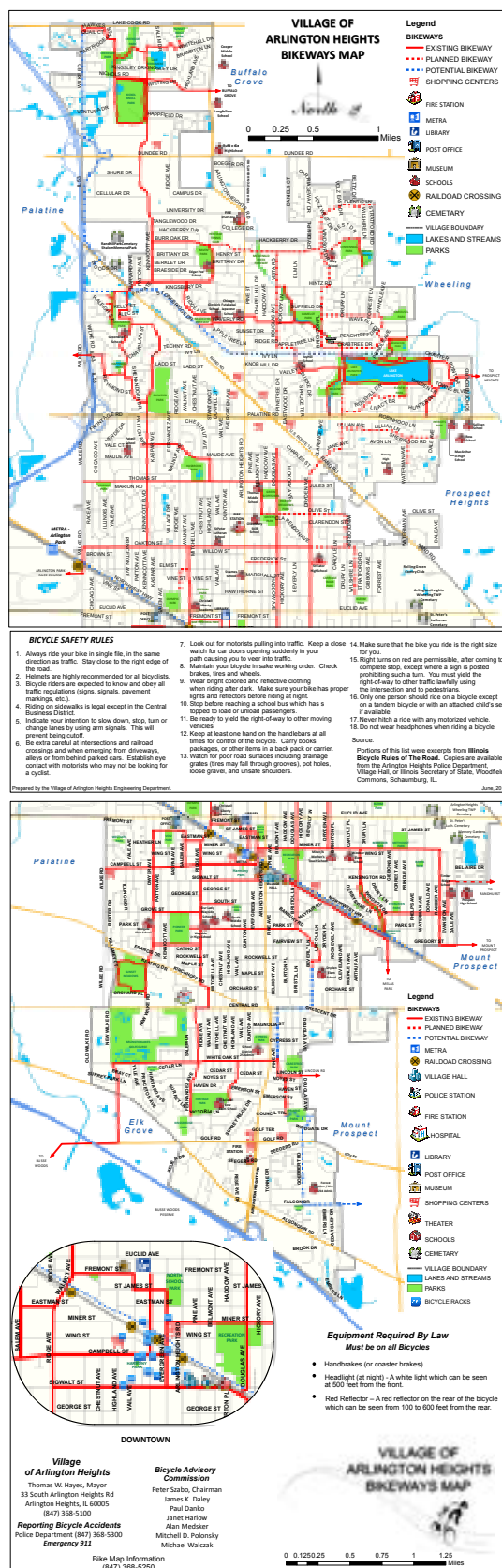
Generally, Rand, Algonquin, Arlington Heights, Dundee, Palatine and Golf Roads appear to present the greatest challenges and danger to pedestrians. The crash data also indicate that problem areas exist at Dundee and Ridge, in the area of Arlington Heights Road and Euclid, along Kirchoff at Dunton, and on Golf at Meier Road. Most of the roads in Arlington Heights, however, have not seen many pedestrian crashes and are generally regarded as safe and pleasant to walk along due to sidewalks, street trees, pedestrian cut-throughs, and the presence of other pedestrians.

5.3. Bicycling

5.3.1. Routes and Trails

Arlington Heights developed its first bicycle plan in 1988. This plan was revised in 1996. Additions and minor changes to the plan's bicycle route map were made again in 2009, and again in 2014. Currently, the network consists of designated (both signed and unsigned) on-street bike routes throughout the Village, as well as planned and 'potential' routes. Bikeway signage consists almost exclusively of guide signs (and plaques) but is incomplete, in some instances in poor condition, and does not, generally, represent what is considered current best practice.²⁵ The Village bikeway network also 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

Figure 5.10. Village of Arlington Heights Bikeways Map



²⁵ See Part 9B of the Manual on Uniform Traffic Control Devices (MUTCD) - at <http://mutcd.fhwa.dot.gov/hlm/2009/part9/part9b.htm> - as well as the Northwest Municipal Conference "North and Northwest Cook County Bicycle Signage Plan" for examples of current standards and best practice.

²⁶. See summary in **Section 2**, above, as well as the NWMC plan itself, at <http://www.nwmc-cog.org/transportation/bike-planning.aspx#NWHighway> for the study, "Northwest Highway Bicycle Facility Plan."

use of multiuse paths (often in parks) and sidepaths along roadways. 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 more unique 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
- Some poor roadway surface conditions
- Incomplete and poorly maintained signage along bicycle routes
- Lack of on-street markings to indicate bicycle routes, presence of bicyclists, and bicyclist position in the roadway
- Some participants would like to see more secure (lockable) bike parking provided in the Downtown area



Bike lane along Davis St. (combination bike-parking lane on left)



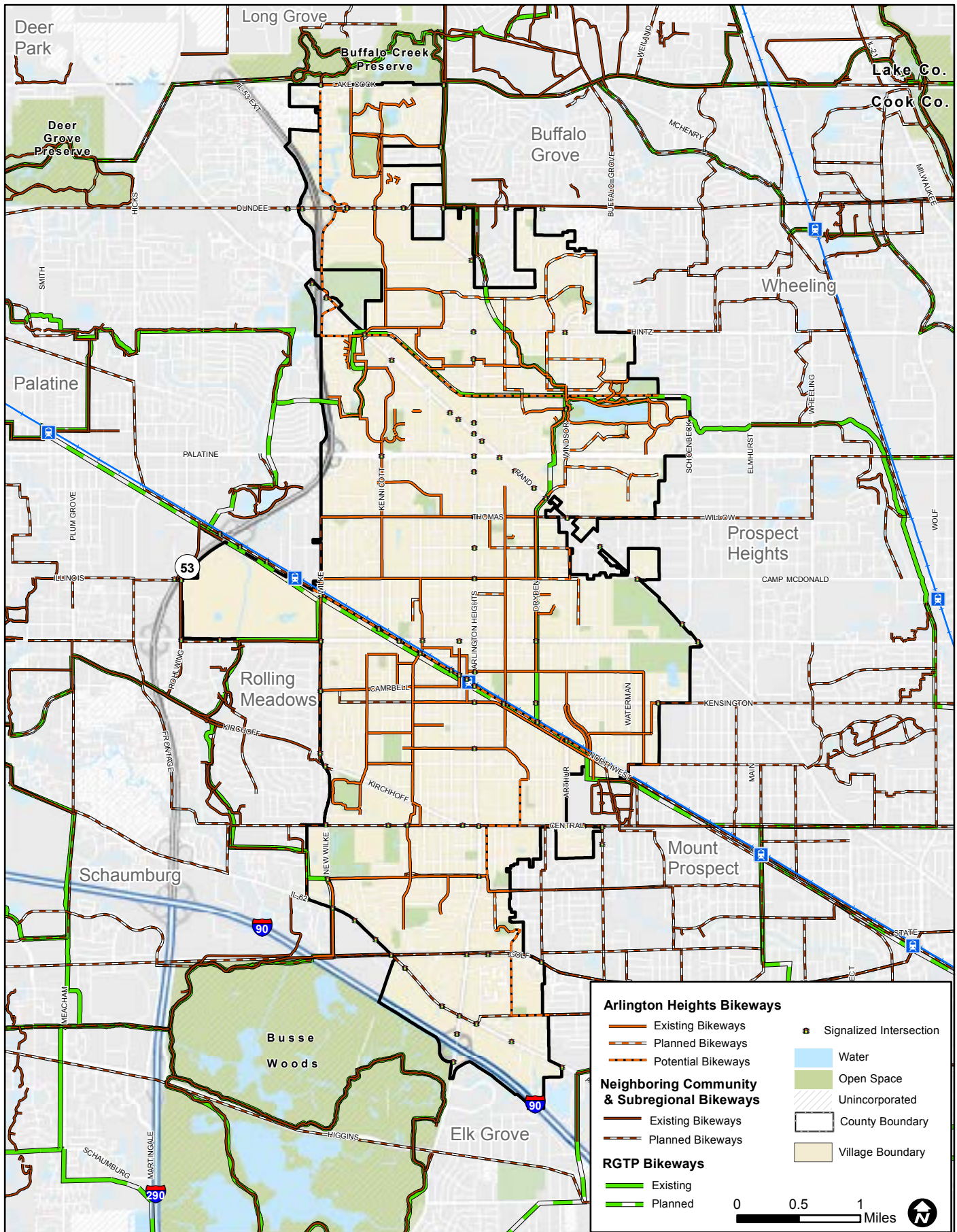
Cyclist crossing tracks in downtown area

The Arlington Heights bikeway network 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, and some include stairs).

There are another 10.13 miles of planned routes and 10.5 miles of “potential” routes. The latter include facilities along Northwest Highway and within the Commonwealth Edison right-of-way that crosses the Village, east-west, just north of Palatine Road. The conceptual, potential bike facility along Northwest Highway, running 20 miles from Park Ridge to Barrington, has been studied in depth by the Northwest Municipal Conference (NWMC).²⁶ In 2009, the NWMC included the bikeway corridor along Northwest Highway as one of its top five transportation priorities.

In addition to the Village’s Bicycle Plan, planned facilities within the boundary of Arlington Heights can be found in the 2010 Northwest Municipal Conference Bicycle Plan, which collected and combined local plans of Conference members and also proposed and studied sixteen long-distance, multi-jurisdictional “regional corridors.” These conceptual bikeway corridors can be viewed, according to the NWMC plan, “as the equivalent to the highway network for automobile traffic.” They represent potential, long-term bike routes to connect local bikeway networks and important destinations in the and northwestern suburbs. Several of these regional corridors pass through Arlington Heights, including the Northwest Highway corridor mentioned above, the Dundee Road corridor, the Willow Road corridor (which, within the Village of Arlington Heights, utilizes Thomas Street and Wilke Road from Thomas to Northwest Highway),

Figure 5.11. Planned and Existing Bikeways



27. <http://www.nwmc-cog.org/transportation/bike-planning.aspx#2010BikePlanUpdate>

28. <http://www.cmap.illinois.gov/mobility/walking-and-bicycling/greenways-and-trails>

the Glenview/Central/Algonquin Roads corridor (which utilizes Central Road), the Golf Road corridor, and Howard/Sibley corridor (which utilizes White Oak Street). The Deerfield Road corridor utilizes the path system in Buffalo Creek Forest Preserve, just north of the Village boundary.²⁷

CMAP's Regional Greenways and Trails Plan (RGTP)²⁸ also includes planned (and existing) bikeways that are within/cross the Village of Arlington Heights. These consist of: the facilities along Northwest Highway and within the Commonwealth Edison right-of-way, north of Palatine Road, mentioned above; a facility along Wilke Road from White Oak Street to Golf Road; and a north-south route along Dryden, starting at Northwest Highway, running north to Rand Road, where it continues along greenway trails to Lake Arlington and beyond to Dundee Road (near Buffalo Grove High School) and on north to Lake Cook Road via an existing sidepath on the east side of Arlington Heights Road.

Arlington Heights' existing and planned bikeway network connects to the larger regional network of trails and to neighboring communities' bikeway networks at a number of important locations. At the northern border of Arlington Heights, the Village bikeway network connects to Lake County bikeways and the Village of Buffalo Grove's network, including trails in the Buffalo Creek Forest Preserve, which link to the Deerfield Road Bike Path and to the Lake Cook Bikeway, both of which connect, further east, to the Des Plaines River Trail. A planned connection from the northern border of the Village, heading west, will provide access to the Deer Grove Forest Preserve trail system. This connection - which would likely consist of a sidepath along Lake Cook and Hicks Roads - should be included in the planning and design for the extension of Illinois Route 53 into Lake County. The Deer Grove trail system can currently be accessed via the Palatine Trail, which the Arlington Heights bikeway network currently connects to, along the Village's western border, at the point where Anderson Drive passes under Illinois Route 53. The Palatine Trail, an important regional connection in its own right, runs for nearly eleven miles between the Deer Grove and Paul Douglas preserves and trail networks. At the border of Arlington Heights, the Palatine Trail runs within the ComEd ROW. The planned (or 'potential') Arlington Heights bikeway in this ROW - indicated in Arlington Heights' Bicycle Plan, NWMC's Plan, and CMAP's RGTP - would, therefore, directly connect to this existing regional trail. At the other end of the ComEd ROW, on the Village's eastern border, is Lake Arlington, a very popular park, which includes a trail loop popular with bicyclists and pedestrians of all ages. Across the Village border, to the east, the ComEd ROW contains the Prospect Heights Bike Path, another important and popular regional trail that provides connections to communities and destinations to the east and south, including Prospect Heights, Wheeling, Mount Prospect, various employment centers, the Prospect Heights Metra station, and the Des Plaines River Trail.



In the northern part of the Village, community connections at the signalized intersection of Nichols Road/Bernard Drive and Arlington Heights Road (providing access to Buffalo Grove High School), at Hackberry Drive/Hickory Avenue, leading via local streets to the signalized intersection of Crofton Lane/Weidner Road and Dundee Road, and the connection via a short “cut-through” path linking Voltz Drive and Parkview Terrace, leading to the signalized intersection of Golfview Terrace and Dundee Road are all important, popular routes connecting the villages of Arlington Heights and Buffalo Grove. These routes and connections were indicated and emphasized both in input received as part of outreach for this plan and in ride data that Strava Lab provides on their nation-wide heatmap.²⁹

²⁹ Strava Labs is a project of Strava Inc., a bicycle ride and run tracking and sharing app to connect and create camaraderie among athletes around the world.

Note: Strava Labs does not produce a legend for their heat map. The map represents generalized frequency of rides by Strava users. Red lines indicate more users, blue lines fewer users. Thicker and darker lines mean more users.

In the central part of the Village, the planned bikeway along Northwest Highway, which is shown in NWMC’s Bicycle Plan and in CMAP’s RGTP – while conceptual in nature – is intended to provide a direct, non-motorized connection from the northwest suburbs to downtown Chicago. This route connects downtown areas and Metra commuter stations along the Union Pacific Northwest rail line, which according to surveys and public input gathered as part of this planning process, can be difficult to reach safely by foot or by bicycle. Arlington Park station, especially, was said to be difficult to access by foot and bicycle due to the large, complicated intersection at Wilke Road and Northwest Highway, which has little accommodation for non-motorized travel.

On Arlington Heights’ western border, just south of Arlington Park, is the existing sidepath along Euclid Avenue, between Wilke Road and Salt Creek (and the trail that parallels the Creek). The sidepath is owned and maintained by the City of Rolling Meadows. It provides connectivity to an expanding network of trails and bikeways in Rolling Meadows – along Salt Creek, Kirchoff Road, and Rohlwing Road. Access to the path is at Wilke road, the crossing of which is considered difficult by some cyclists and pedestrians.

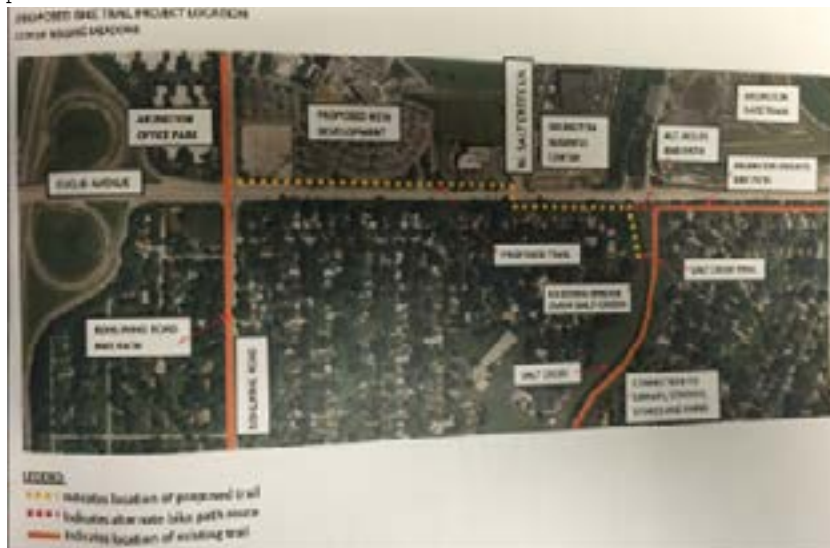
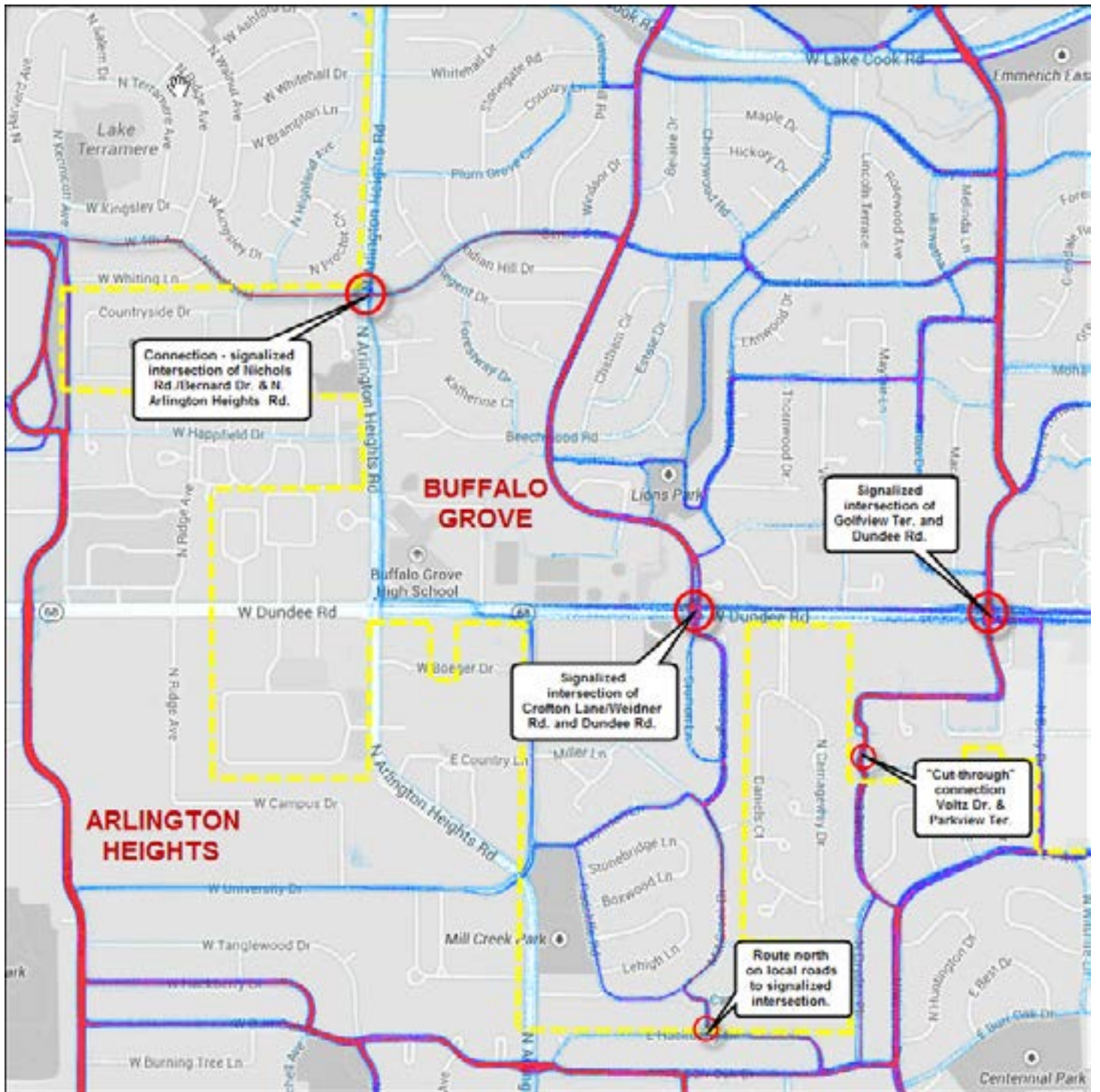
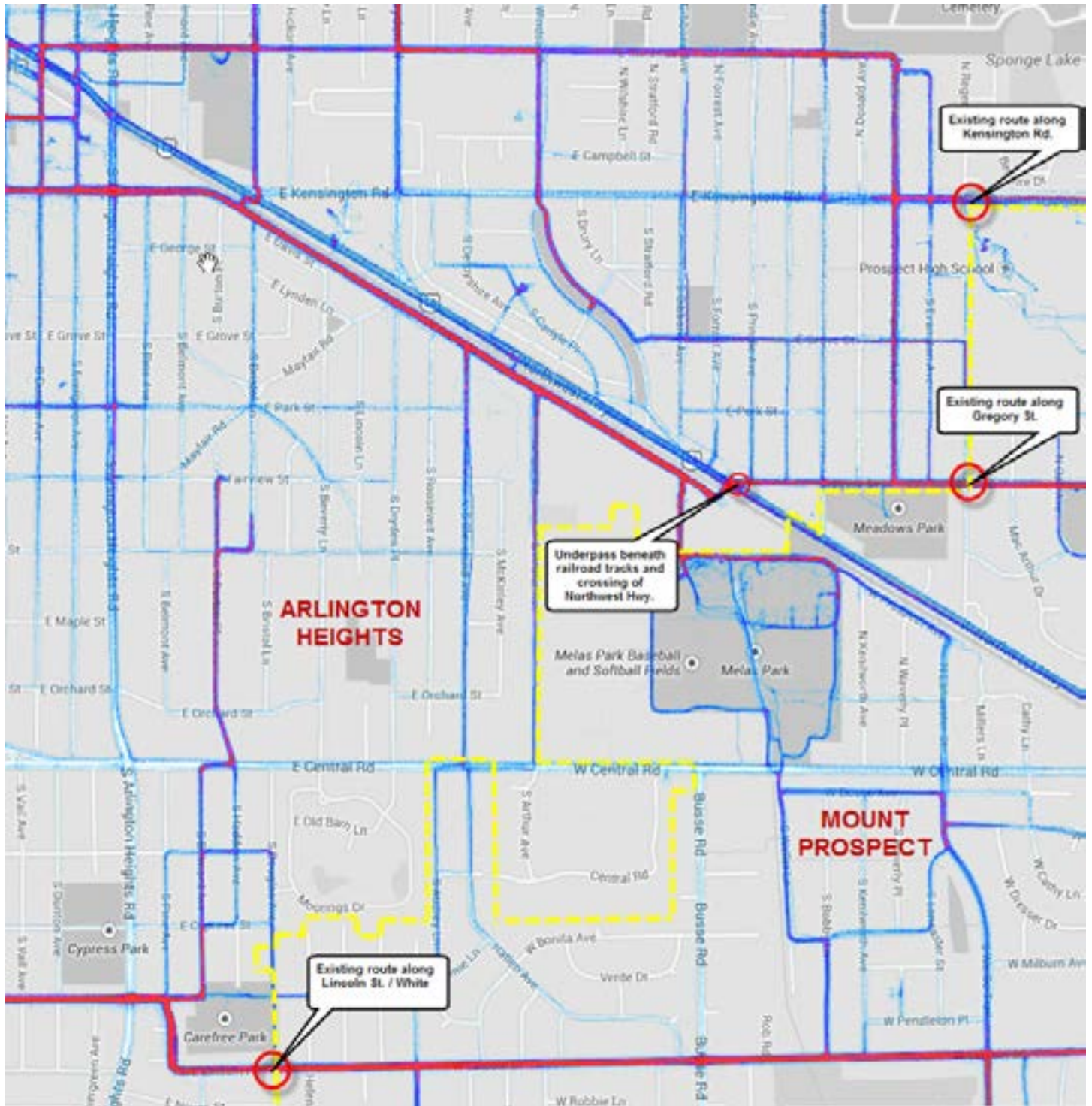


Figure 5.12. Strava Labs Heat Map- Routes to Buffalo Grove



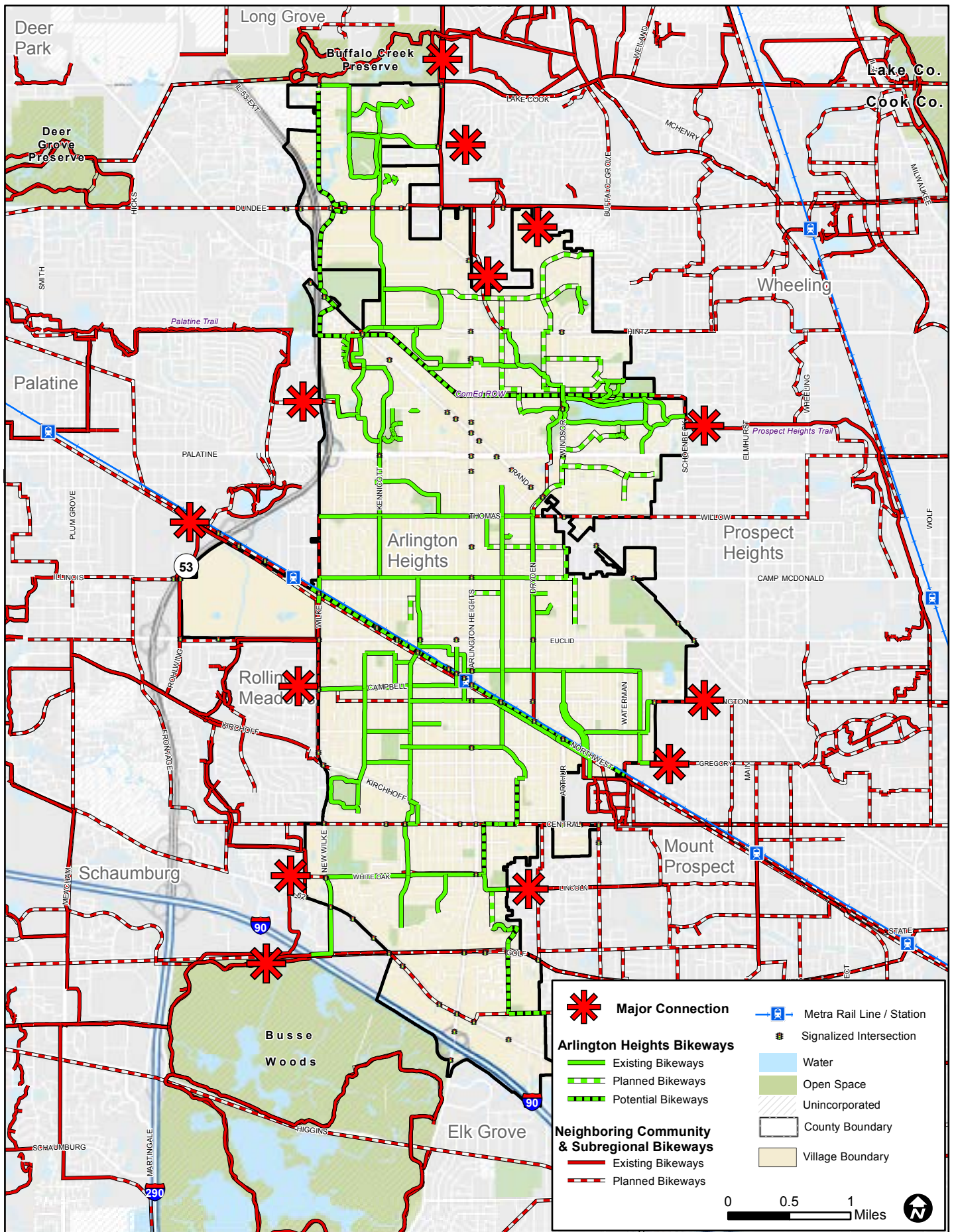
Note: Strava Labs does not produce a legend for their heat map. The map represents generalized frequency of rides by Strava users. Red lines indicate more users, blue lines fewer users. Thicker and darker lines mean more users.

Figure 5.13. Strava Labs Heat Map - Routes to Mount Prospect



Note: Strava Labs does not produce a legend for their heat map. The map represents generalized frequency of rides by Strava users. Red lines indicate more users, blue lines fewer users. Thicker and darker lines mean more users.

Figure 5.14. Important Bikeway Connections





An extension of the Euclid Avenue sidepath is currently in Phase 1 engineering. The lead agency is the Village of Rolling Meadows, with participation – including funding – from the Village of Arlington Heights. The alignment of the extension will likely be along the south side of Euclid Avenue (via the existing bridge, or a new one, over Salt Creek) to the traffic signal at Salt Creek Lane, where the path will cross Euclid Avenue and continue west along the north side of Euclid to Rohlwing Road. Here it will connect with the existing sidepath along the west side of Rohlwing Road. This extension will provide connectivity between existing facilities and will serve new development in Arlington Downs.

The trails and bikeways in Rolling Meadows, which the Euclid Avenue sidepath connects to, provide access to destinations further west, including Harper College, employment centers along I-90, the Paul Douglas Forest Preserve, and, along Meacham Road, to Schaumburg and its bikeway network. Residents have reported in surveys and interviews, however, that the Euclid Avenue sidepath is currently in poor condition and encroached upon by vegetation, which make it difficult and uncomfortable to use.

Another connection between Arlington Heights and Rolling Meadows is along Campbell Street. In both Arlington Heights (where it is a designated bicycle route between downtown and the western border of the Village) and in Rolling Meadows, this local street has relatively low traffic volumes and moderate speeds and, as a result, is a comfortable route for most cyclists. Importantly, the route includes all-way stops at intersections with collector roads and signalization at Wilke Road.

At the southern border of the Village, the Village bikeway network makes an important connection to the Ned Brown/Busse Woods Forest Preserve and its extensive and very popular trail network. This connection, besides providing opportunities for recreation and exercise, connects to Schaumburg, Elk Grove Village, and other communities and destinations south and southwest of Arlington Heights, including Woodfield Mall and the Alexian Brothers Medical Center. In its current form, the looping trail system in Busse Woods, accessed by Arlington Heights residents at Golf and Wilke Roads, routes cyclists far to the west before turning back east at Higgins Road. This alignment limits the trail’s utility for transportation-related travel between Arlington Heights and communities directly south and southeast. In addition, Forest Preserve properties are only open sunrise to sunset.

Along the eastern side of Arlington Heights, there are several important points of connection with Mount Prospect and their existing and planned bikeway network.³⁰ Kensington Road (bordering Prospect High School), White Oak/Lincoln Road, Lonnquist Boulevard, and Falcon Drive/Willow Lane are all routes which currently play an important role in linking the

³⁰. See Mount Prospect’s Bicycle Plan at <http://www.mountprospect.org/Modules/ShowDocument.aspx?documentid=1924>.



Covered bike parking at downtown Metra station, with sign indicating video surveillance.



"Fence" style bike racks at school



"Wave" style rack installed in manner that severely limits its use

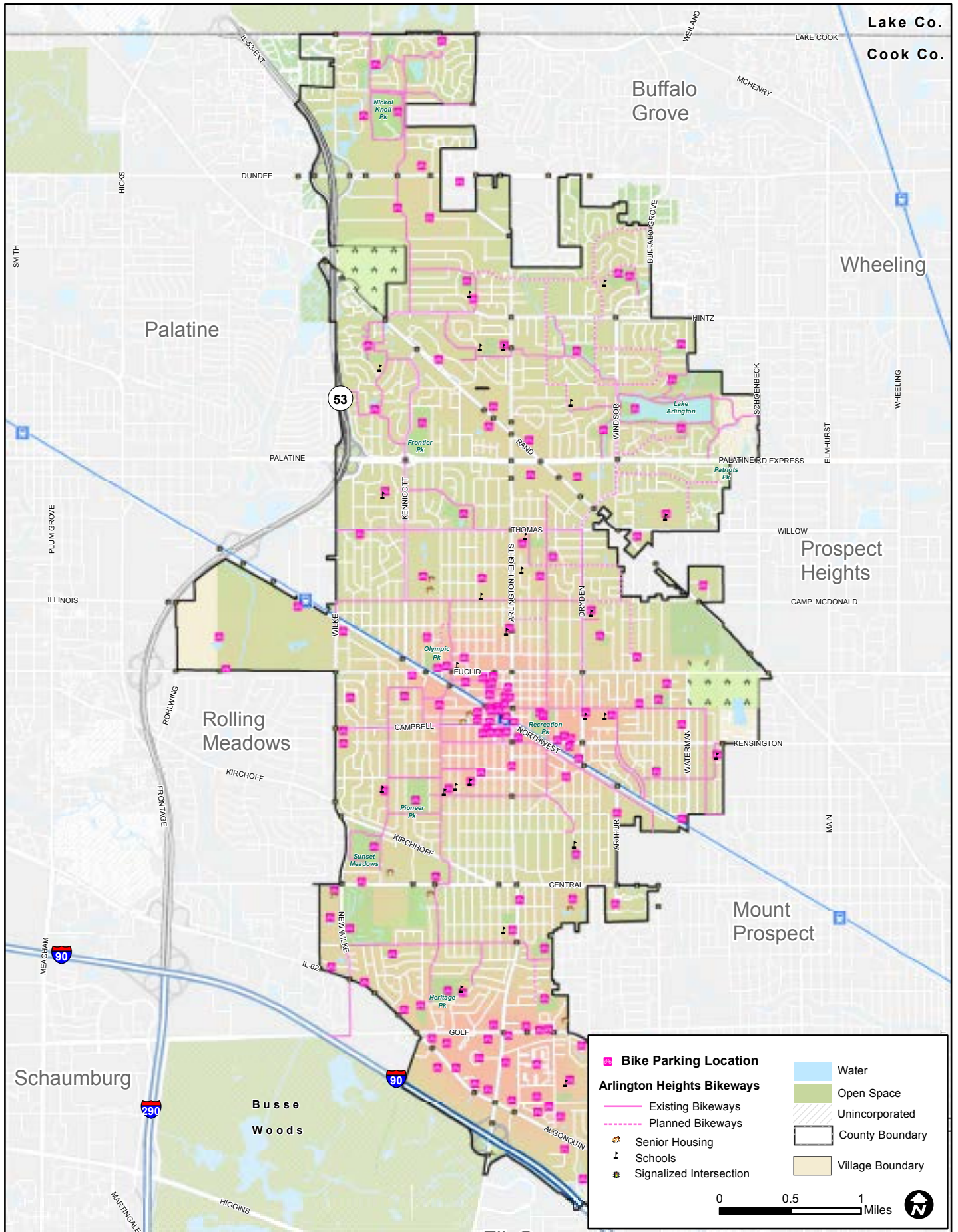


Low style rack at Library does not easily allow secure locking of bicycles



Bike parking rack in parkway near school (Walnut and Euclid).

Figure 5.15. Bicycle Parking Locations



Chicago Metropolitan Agency for Planning, 2014.



Arlington Heights and Mount Prospect. The Gregory Street underpass beneath the rail line could provide access from Mount Prospect and its bikeway network to the Arlington Heights Davis Street bike lane and to Melas Park but the crossing of Northwest Highway is not, at present, allowed due to safety concerns arising from the geometry and traffic characteristics of the intersection of Northwest Highway and Gregory Street. Safety concerns also arise from the poor site lines and narrow dimensions of the underpass under the railroad tracks -. Given the problems for bicycle, pedestrian, and automobile travel along Gregory Street at Northwest Highway and the U.P. rail line, the Village of Mount Prospect has developed plans for a grade-separated bicycle and pedestrian crossing nearby, between Meadows and Melas parks. As with routes and connections to Buffalo Grove, most of the routes and connections to Mount Prospect are shown by Strava Labs' data to be popular routes for cyclists.³¹

5.3.2 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, others are provided by schools and other public and private entities. The approximate number of bike parking spots, throughout the whole Village, is estimated to be 2,500.

According to Metra's 2008 report, "System-Wide Bicycle Parking Inventory Report," Arlington Heights' downtown station ranked third, after Naperville and Ravenswood (in Chicago), in terms of the number of bicycles parked at station facilities. 102 bicycles were observed, representing an 86 percent utilization of the station's 119 official bike parking spots.³²

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" 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.). The Arlington Heights Bicycle and Pedestrian Advisory Commission has notified the Village Planning Department of the sub-standard racks and the Commission and Planning Department have agreed to work together in the future to ensure that only functional, high-quality bicycle racks are used henceforth.

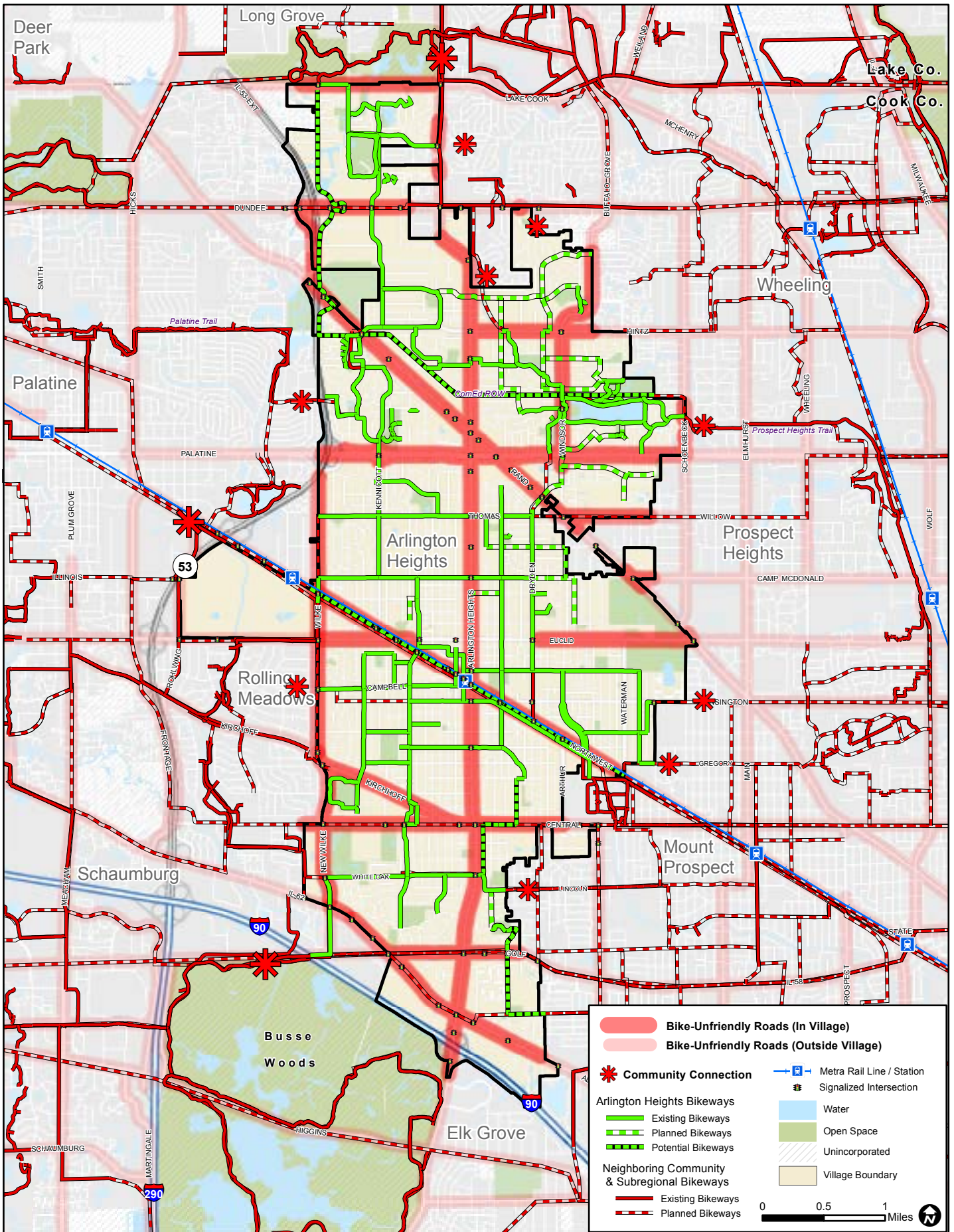
Residents expressed a desire to see additional bicycle parking within retail areas, especially in the downtown area, where businesses and other destinations attract relatively high numbers of cyclists. It is important to note, however, that a perceived lack of bike parking in the downtown may not actually reflect a lack of bike parking spots available, but instead, the issue may actually be the result of poor bike parking placement.

Some stakeholders expressed concerns about bicycle theft - especially at the Metra stations, where commuters typically leave their bicycles all day. There were also concerns expressed about persons who use public bicycle racks - especially at the train stations and in the downtown parking garage - as quasi-permanent, private parking spots for their bicycles. The Village's Police Department is aware of this issue and has adopted a policy on how to handle abandoned bicycles. The Police Department policy calls for annual or bi-annual inspections of designated bicycle parking areas, and "marking/chalking" in an inconspicuous manner of bicycles that appear to be abandoned. After seven days if a bicycle has not been moved, the bike will be tagged with a formal notice that the bike appears to be abandoned, and failure to remove it within ten business days will be cause to remove and impound the bicycle.

³¹ An obvious caveat regarding Strava Labs' data is that it applies only to Strava app users. For the most part, such users are serious, experienced, dedicated cyclists who are most likely bicycling for more health and recreation than for transportation. Nevertheless, the popularity of the app and the tendency of cyclists of all levels and abilities to seek out and utilize safe, convenient routes - combined with a lack of other sources of data for bicycle travel routes - gives the data some usefulness for planning purposes.

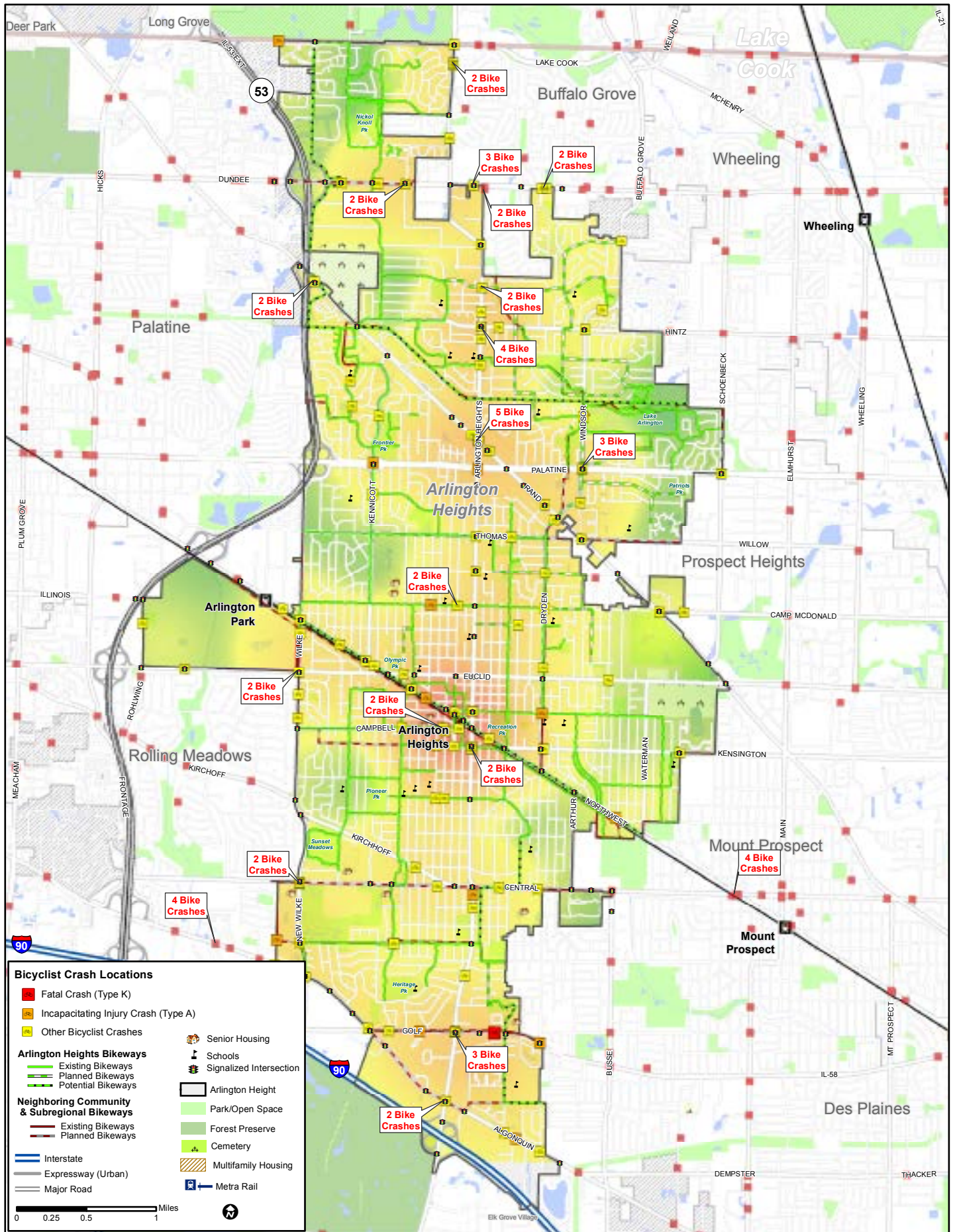
³² http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/station_level_data.html

Figure 5.16. Bicycle Unfriendly Roads



Chicago Metropolitan Agency for Planning, 2014.

Figure 5.17. Bicycle Crashes



5.3.3. Bike Safety



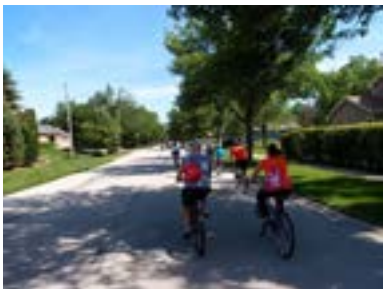
Bicyclist crossing railroad track (on Euclid Ave., at Northwest Highway)



A sidepath along a portion of N. Arlington Heights Rd., in Buffalo Grove, near Buffalo Grove High School, helps protect bicyclists and pedestrians from the heavy traffic.



Bicyclist attempting to cross 5-lane road.



Bicyclists in group riding along designated route.

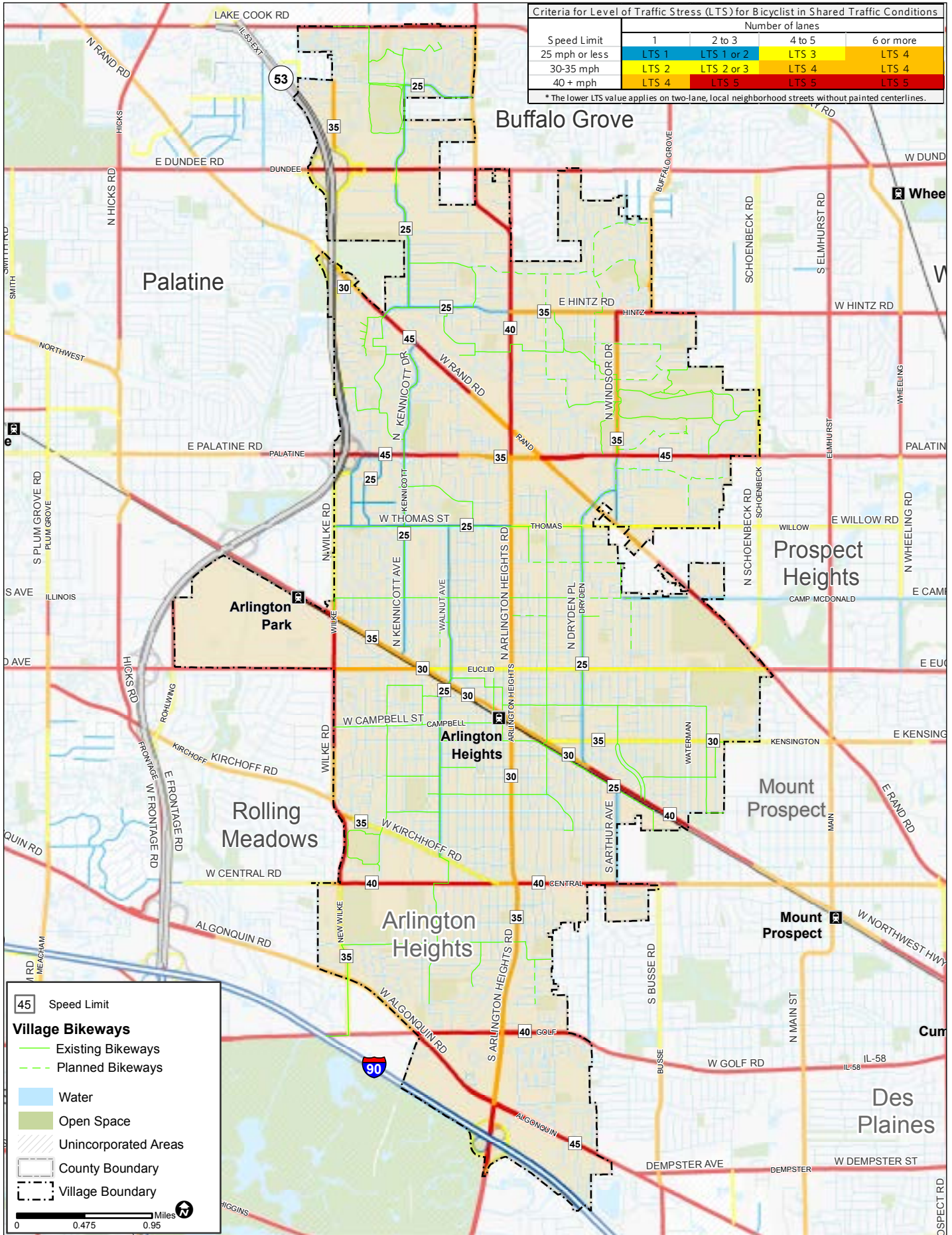
When bicyclists and motor vehicle drivers share the road, many factors affect safety, including the speed and volume of traffic, and the width of the road, vehicle types, visibility, and vehicle operator expectations and education. The perception of safety is very important to developing a robust cycling 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 or barrier-protected bike lanes, 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. For five years of crash data (2008-2012), 10 out of 13 fatal and incapacitating injury bicycle crashes (Types K and A, respectively) occurred along arterial roads. Moreover, the majority of the other, less severe bicycle crashes also occurred along arterials. In total, for these five years, approximately 81 out of 125 bicycle crashes (65 percent) occurred along major arterials. Twenty-eight crashes were on collector roads – eleven of these were along Dryden/Windsor/Buffalo Grove between Northwest Highway and the Village's northern border. Sixteen of 125 crashes were on local roads – mostly in the downtown area. Ninety-seven of the 135 crashes are indicated to have occurred at an intersection and forty-nine of these occurred at signalized intersections.

Figure 5.17 shows the locations of bicycle crashes in the Village of Arlington Heights. It also indicates the relative 'density' of crashes, with the color red indicating areas of higher crash concentrations and areas of green indicating lower concentrations. As was pointed out, however, with the pedestrian crash map, the relative concentration of bicycle crashes in the downtown area – visible as red shading in Figure 5.17 – is more likely a reflection of a higher number of persons bicycling in this area than the relative danger or risk. Since we do not have the (average) number of persons bicycling along routes (which would require on-going, consistently-administered counts), we cannot determine the relative risk of any given area. However, certain intersections do stand out for the number of crashes that have occurred at or near them:

- The signalized intersection on Dundee Road at the entrance to Buffalo Grove High School (north side of Dundee) and a McDonald's restaurant (south side of Dundee) – 3 bike crashes
- Arlington Heights Road and Hintz Road – 4 bike crashes
- Arlington Heights Road and Rand Road – 5 bike crashes
- Windsor Drive and Palatine Road – 3 bike crashes
- Arlington Heights Road and Golf Road – 3 bike crashes

Figure 5.18. Level of Traffic Stress



The one fatal bicycle crash that occurred between 2008 and 2012 was along Golf Road, approximately halfway between existing traffic signals, just west of Goebbert Road. Type A-Incapacitating Injury bicycle crashes are spread throughout the Village – one on Lake Cook Road at Nichols Road; two along Palatine Road (one at Kennicott and one at Arlington Heights Road); one on Oakton Street at Chestnut; one at the intersection of Miner and Dryden; two along Northwest Highway (one near Chestnut Avenue, and another near Gregory Street; one on Arlington Heights Road, near Central; one at White Oak and Old Wilke Road; two (in addition to the fatal) along Golf Road; and one on Algonquin Road, near Clearbrook Drive and Embers Lane.

³³ Mekuria, M. C., Furth, P. G., and Nixon, H. 2012. Low-Stress Bicycling and Network Connectivity. San Jose: Mineta Transportation Institute. Online: <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>

Of the 10 bicycle crashes in the downtown core, none were Type A. Eight were Type B and two were Type C. Out of 125 total bicycle crashes, the twelve Type A crashes appear to be fairly randomly scattered.

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.³³ 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 5.18** measures 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 (as noted above) being major arterial roadways and some collectors. Euclid Avenue, between Rand Road and Northwest Highway, though it registers as LTS 3 (yellow), is perceived by many residents as uncomfortable and unsafe for cycling due to:

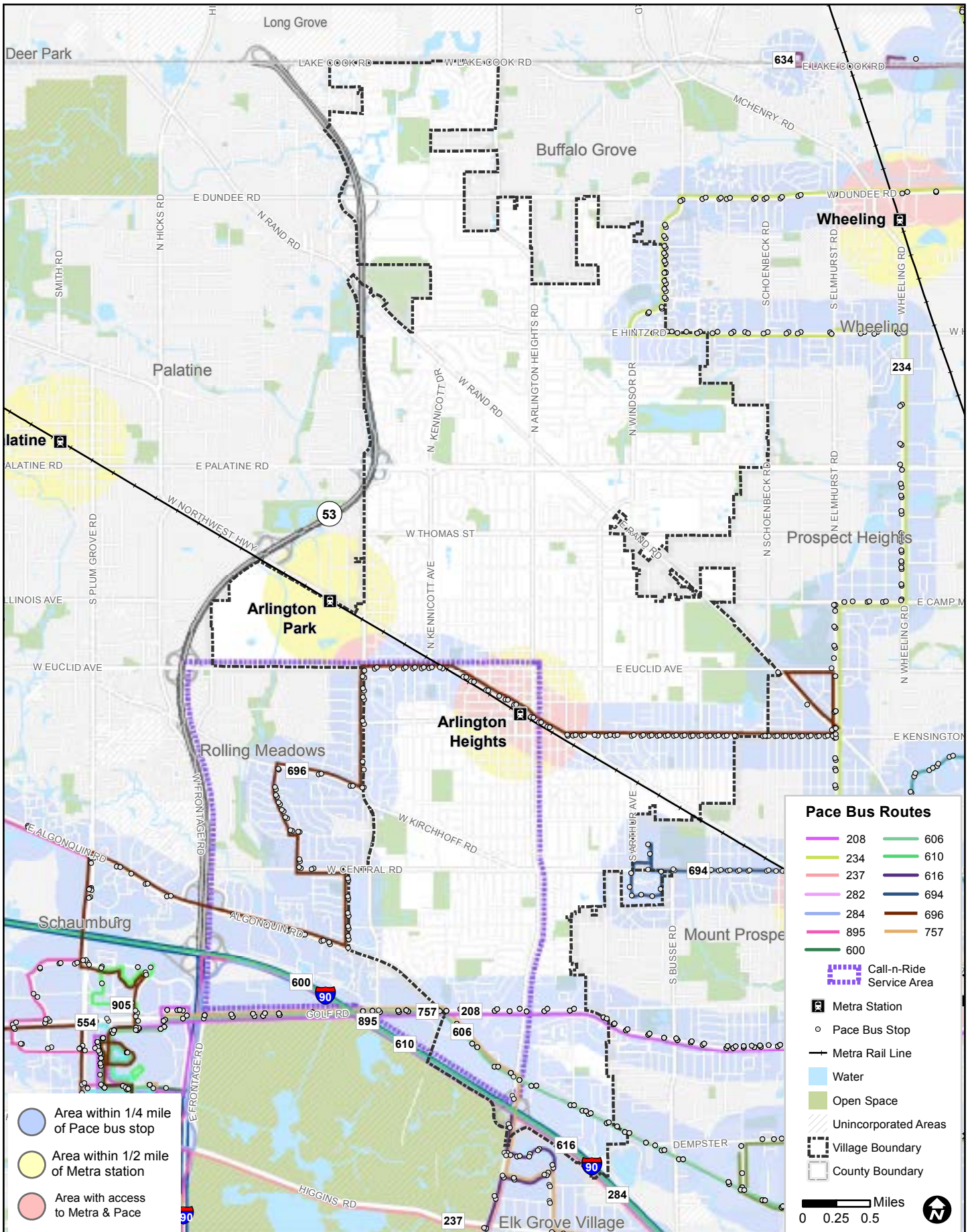
- 1) a constrained ROW along various segments and
- 2) motor vehicles traveling at speeds that are perceived to exceed the 25 mph posted speed limit.

Table 5.2. Level of Traffic Stress Ratings

	Street Width			
Speed Limit	1	2 or 3 lanes	4 or 5 lanes	6 lanes or more
25 mph or less	LTS 1	LTS 1* or 2*	LTS 3	LTS 4
30-35 mph	LTS 2	LTS 2* or 3*	LTS 4	LTS 4
40+ mph	LTS 4	LTS 5	LTS 5	LTS 5

The lower LTS value applies to two-lane, local neighborhood streets without painted centerlines

Figure 5.19. Access to Transit



³⁴ See a brochure about this service at http://www.wheelingtowship.com/content/Docs/Transportation_Brochure_8-12.pdf.

The same perception that vehicles are moving faster than the posted speed and faster than is safe comfortable for most cyclists sharing the road applies to Windsor Drive, north of Palatine Road (LTS 3; posted speed limit 25 mph). Euclid, Hintz, and Kensington Roads are examples of roads that change characteristics (and posted speeds) within Village limits. Drivers commonly miss these changes in the speed limit and continue at the higher speed unless strong signs are given. This applies also to larger arterials like Rand Road, Palatine Road, Northwest Highway and Arlington Heights Road, which lower the posted speed where they approach the “center” of the Village or a busy commercial district.

5.4. Transit

Regional public transportation options that serve the Village include Metra commuter train service and Pace suburban bus service (see Figure 5.19). Pace, in addition to normal, fixed route Pace bus service, provides a Call-n-Ride service – the Arlington Heights-Rolling Meadows Call-n-Ride – which offers reservation-based, curb-to-curb service within the designated service area. Wheeling Township also offers Call-a-Ride service for seniors and the disabled in the area between Central and Lake Cook Roads, and Wilke Road and the Des Plaines River.³⁴ While Metra connects Arlington Heights to downtown Chicago, and to communities along the UP Northwest line, all the way to Harvard in McHenry County, Pace buses serving Arlington Heights operate mostly in the southern part of the Village, connecting downtown Arlington Heights with Rolling Meadows and Schaumburg, and running along Golf, Algonquin, and Interstate 90 to Woodfield Mall and Corporate Center and the Northwest Transportation Center, as well as other destination points outside the Village.

U.S. Census American Community Survey (ACS) 3-year estimates for 2011-2013 indicate that approximately 6.5 percent of Arlington Heights residents commuted to work via public transportation. This is nearly equal to the percentage for the seven-county region minus the City of Chicago (6.37 percent), but lower than the estimated percentage for suburban Cook County (8.96 percent). It does, however, exceed the national average of 5 percent.

5.4.1. 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 rail line, as was mentioned, connects Arlington Heights to downtown Chicago and to other south suburbs along its 70.5 mile extent. The Arlington Heights station is located at the historic center and downtown business district of the Village, while the Arlington Park station lies on the western border of the Village, where Arlington Heights and Palatine meet, near the interchange



The view of the southwest corner of the Wilke Road and Northwest Highway intersection looking south.



Looking north over the rail line just south of the intersection of Wilke Road and Northwest Highway.



of Illinois Route 53 and Northwest Highway. Figure 5.19 shows the locations of the Metra stations that serve Arlington Heights residents. As can be seen, the residential areas in and near the downtown have the most convenient access to Metra. Residential densities here have been consciously and purposefully increased, land uses diversified, and urban designs implemented in order to support transit, walking, and bicycling. However, the presence of the railroad tracks and, more specifically, crossings of these tracks – as well as Northwest Highway and Arlington Heights Road – do present safety challenges for bicyclists and pedestrians.

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. There is access from the west via Commuter Drive, which was recently reconstructed with an 10-foot wide sidepath installed along the south side of the road. At the termination point of the path (just short of Arlington Park Metra parking lot), there is a 28'x40' pad that is planned for bike racks. Access from the north/northeast (including bicyclists coming from the Oakton Street bikeway) entails crossing the intersection of Wilke Road and Northwest Highway, as well as the three U.P. railroad tracks.

Pedestrian accommodations are generally lacking at the intersection of Wilke Road and Northwest Highway given its function as the main entry-point to the Arlington Park Metra station (*see aerial below and photos on page 96*). Representatives from the Arlington Heights Police Department noted that bicycle and pedestrian safety issues existed at this intersection and nearby along Northwest Highway, where commuters are often 'dropped off' and then cross Northwest Highway and the rail tracks at

unmarked locations. This intersection, it should be noted, is currently programmed to be improved (TIP ID 03-13-0003). IDOT has completed engineering and design and the project is expected to be let for construction this year. Improvements will include signal modernization (including pedestrian countdown signals), geometric modifications, new striping and signage.

Table 5.3 highlights ridership and parking capacity and utilization at each of the two Metra stations serving Arlington Heights. The downtown Arlington Heights station is the fifth busiest station in the Metra rail network – excluding downtown Chicago stations – in terms of total weekday boardings outside of downtown Chicago, while Arlington Park is ranked eighteenth.³⁵ Many Arlington Heights bicyclists prefer the downtown station for its easy access via Village bike routes and the covered bicycle parking that is available.

5.4.2. Pace Bus

As shown in Figure 5.19, 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. Noticeably lacking are north-south routes spanning the length of the Village. No buses run along Arlington Heights Road. Route 696 traverses the Village, east to west, along Kensington Road and, in the downtown area, along Northwest Highway. It continues along Euclid Avenue to Wilke Road, then south into Rolling Meadows and beyond (Schaumburg and Woodfield area). The only route in the northern part of the Village is 234, which primarily serves communities to the east (Mount Prospect, Prospect Heights, and Wheeling). This route, after passing Wheeling High School, enters Arlington Heights on Hintz Road, then

Table 5.3. Metra Boardings, Parking and Mode of Access in Arlington Heights

Station	Boardings, 2014	Parking Capacity, 2013	Parking Utilization, 2013	Bike Parking Capacity, 2008	Bike Parking Utilization, 2008	Mode of Access (Walk, Bike), 2006
Arlington Heights	2,349	2,203	92%	119	86%	21% Walked, 3% Biked
Arlington Park	1,672	1,004	98%	50	34%	6% Walked, 1% Biked

Source: RTAMS and Metra, 2014

³⁵ See Metra report, "Commuter Rail System Station Boarding/Alighting Count: Summary Results, Spring 2014," at http://metrarail.com/metra/en/home/about_metra/planning_records_reports/ridership_reports/station_level_data.html.

after a short distance travels north on Buffalo Grove Road along the boundary of the Village.

The remaining Pace routes are all in the southern part of the Village, along Golf, Algonquin, and Arlington Heights Roads. These routes are designed primarily to bring people from communities to the east and south to the Schaumburg and the Woodfield area. One additional route enters Arlington Heights from Mount Prospect, along Central Road, to serve the multifamily development on the Village border, called Central Park East. All these routes do connect to other Pace routes that run far beyond the Village. Figure 5.19 also shows that, overall, relatively little of the Village is within 0.25-mile of a (fixed route) Pace bus stop. The northern half of the Village, especially, can be seen to lack transit service. The entire Pace vehicle fleet is 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.

5.4.3. Arlington Heights-Rolling Meadows Call-n-Ride Service

As mentioned above, Pace also offers a Call-n-Ride public transportation service for the general public traveling anywhere within the designated service area (bounded by Euclid Avenue, Arlington Heights Road, I-90, Golf Road, and Highway 53). The service, which runs only on weekdays, is very affordable at \$1.75 per one-way trip. Clients must call to reserve a trip at least one hour in advance and can also call one day ahead to schedule a trip. The service is wheelchair accessible. Drivers accept cash and Ventra cards, and transfers to/from Pace fixed routes buses are possible (for \$0.25). The service has timed stops at the downtown Metra station from 6:30 AM to 6:15 PM. The service, which was begun in 2012, has averaged between 25 and 30 boarders per day.

5.4.4. Other Demand-responsive Services

Pace bus also offers, throughout its service area, demand responsive transit service, including ADA Paratransit Services, Ride Share, and Vanpool service.

ADA Paratransit Services

Pace ADA Paratransit Service is a curbside-to-curb, dial-a-ride service for individuals with disabilities who cannot use the fixed route system. ADA is provided

within three quarters of a mile on each side of fixed service bus routes. Eligibility is determined by the Regional Transportation Authority, more information may be found at the Pace ADA website: <http://www.rtachicago.org/accessibility/ada-paratransit-service-guidelines.html>.

Pace Ride Share and Vanpool

Pace Ride Share is a free service that connects commuters throughout the Chicagoland area who are interested in sharing their drive to work. The website for the program gives travelers in Northeastern Illinois the ability to identify potential carpool partners quickly and securely. By registering for the program, customers gain access to a list of people who live and work nearby and who have similar schedules and personal preferences. The program allows participants to contact potential carpoolers by email to discuss needs and expectations. More information is available at: <https://www.pacerideshare.com/>.

The Vanpool Program is designed to offer commuters an economical, convenient alternative to driving alone by providing vans to groups of 5-13 commuters. The cost of the van, fuel, maintenance, insurance, tolls, roadside assistance and van washes are included and paid for from the monthly fees of the riders (\$58 per month). More information can be found at: <http://www.pacebus.com/sub/vanpool/default.asp>.

5.5. Roadways

5.5.1. Functional Classification

Roads provide space for vital functions within a community – mobility, access, commerce, and civic life. Arlington Heights' street network, shown in Figure 5.20, 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 are often barriers to walking and bicycling because of the high-speed, high-volume traffic and the great width of these roads, especially at intersections, where multiple turn lanes have been added. 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, Kirchoff Road, Northwest Highway and Rand Road. The Village is also bounded on its south and

Figure 5.20. Functional Classifications and AADT

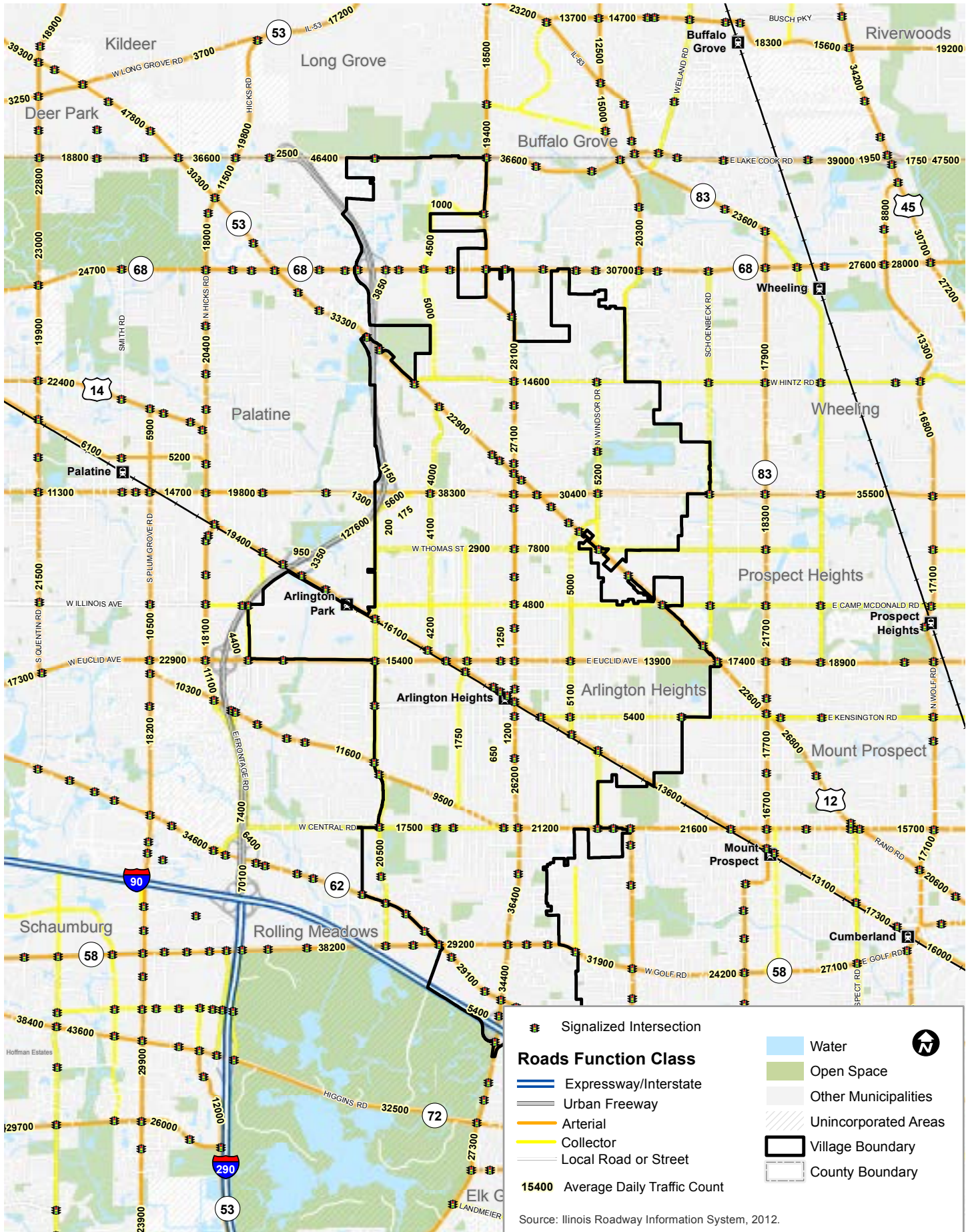


Figure 5.21. Roadway maintenance responsibilities

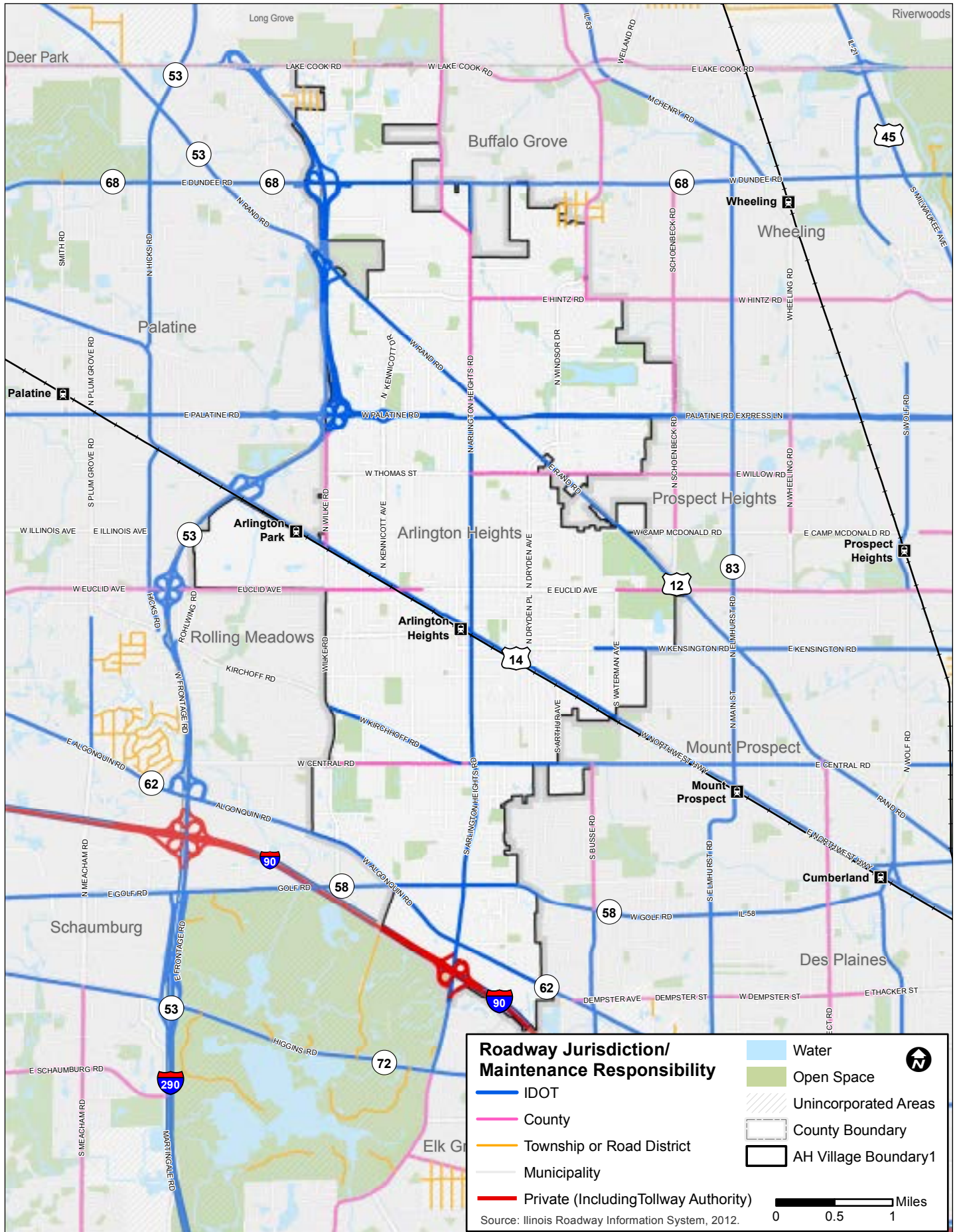




Table 5.4. Roadway Functional Classification

Primary Service	Functional Classification	Roadway	ADT	Lanes	ROW	Posted Speed	Jurisdiction	
Through traffic movement	Principal Arterial	Lake Cook Road	46,000	5	68'	45 mph	Cook County DOT	
		Dundee Road	33,000	5	68'	45 mph	Illinois DOT	
		Palatine Road	38,000	6-8	106' (106-130')	35-45 mph	Illinois DOT	
		Rand Road	27,000	4	70' (70-90')	35-45 mph	Illinois DOT	
		Golf Road	29,000	5-7	70' (70-86')	40-45 mph	Illinois DOT	
			Algonquin Road (north of Golf)	30,000	5-6	70' (70-96')	35-45 mph	Illinois DOT
		Minor Arterial	N. Arlington Heights Road (from Palatine Rd. north)	20,000-28,000	5	68'	35-40 mph	Cook County DOT
			S. Arlington Heights Road	36,000	5-7	68' (68-86')	30-35 mph	Illinois DOT
			Euclid Avenue	16,000	2-4	36' (varies: 36, 44 and 66')	25-35 mph	Cook County DOT (local road between Walnut and Waterman)
			Northwest Highway	14,000-21,000	4	52' (44-58')	30-40 mph	Illinois DOT
		Kirchoff Road	9,500	2-4	40'	35 mph	Illinois DOT (from Central to Wilke)	
		E. Central Road	20,000	4	52' (48-84')	40 mph	Illinois DOT (east of Arlington Heights Rd.) and Cook Co. DOT (west of Arlington Heights Rd.)	
	Collector	E. Hintz Road	14,600	5	68'	35 mph	Cook County DOT	
			Kennicott Drive	NA	2-3	30-40'	25 mph (short segment near Dundee of 30 mph)	Arlington Heights
			Thomas Street	3,000-8,000	2-3	36'	25-30 mph	Arlington Heights (west of Arlington Heights Rd.)
			Cook County DOT (east of Arlington Heights Rd.)	15,000-20,000	4-5	48-50' (narrower north of Northwest Highway)	35-40 mph	Arlington Heights (except for short segment between Northwest Hwy. and IL-53)
			Wilke Road (from Palatine to Golf)	15,000-20,000	4-5	48-50' (narrower north of Northwest Highway)	35-40 mph	Arlington Heights (except for short segment between Northwest Hwy. and IL-53)
			Ridge Avenue (from Kirchoff to Thomas)	1,750	2-3	29-36'	25 mph	Arlington Heights
			Oakton Street	4,800	2-3	24-39' (18' width at eastern end)	25 mph	Arlington Heights
			Dryden Avenue (from Northwest Hwy. to Windsor)	NA	2-3	25-46' (with 18-20' segment near Rand Rd.)	25 mph	Arlington Heights
			Windsor Drive (north of Thomas)	NA	3-4	44-50'	25-35 mph	Arlington Heights
			E. Kensington Road (east of Northwest Hwy.)	5,400	3	32'-34'	30-40 mph	Arlington Heights, but Illinois DOT (east of Forrest Ave.)
		W. Central Road (west of Arlington Heights Rd.)	17,500	4-5	40-48'	40 mph (except short segment of 35 mph near AH Rd.)	Cook County DOT (between Wilke and Arlington Heights Rd.)	
		Arthur Avenue	7,300	2-3	38'	25 mph	Arlington Heights	
Local trips & property access	Local	All other streets					Arlington Heights	

Source: Illinois Department of Transportation 2014

west sides by limited access freeways: Interstate 90 and Illinois Route 53, respectively. The density and relatively fine-grained network of arterial roads in Arlington Heights creates special challenges to walking and bicycling.

A breakdown of Arlington Height's roadways based on IDOT's functional classification designations is provided in Table 5.4. The functional classification of a road describes the character of the road in terms of vehicular mobility (speed, travel distance or 'through traffic' vs. 'local traffic) and the level of service they are intended to provide. Additionally, Table 5.4 includes the average daily traffic (ADT), width, and jurisdiction of each roadway for comparison and to identify the agency responsible for repairs and maintenance.

Principal Arterials

In addition to being bounded on the south and the west by, respectively, an interstate expressway and an urban freeway (I-90 Jane Addams Tollway and Illinois Route 53), the Village of Arlington Heights is crossed by six principal arterials. The density or close spacing of the arterials is unusually high and closely-spaced. They include some of the region's busiest and largest roads.

Principal arterials are intended to serve high volumes of traffic, covering greater distances at higher speeds and providing limited access and fewer traffic signals in order to maintain a higher level of service (LOS). In urbanized areas, where principal arterials pass through dense communities and residential neighborhoods, they are nevertheless conceived of and designed for through-traffic rather than local trips. This is the consequence of design processes that focus on automobile LOS and a functional classification system developed for automobile travel.

Lake Cook, Dundee, Palatine, Rand, Golf, and Algonquin Roads are all National Highway System (NHS) Mainline routes. Arlington Heights Road between Northwest Highway and Palatine Road, and Northwest Highway between Wilke and I-53 are NHS Public Transit or Multi-modal Passenger Terminal Connectors that link NHS Mainline routes to Arlington Heights' Metra stations. Dundee, Rand,

Northwest Highway, Golf, and Algonquin Roads are all IDOT Class II Truck Routes.

All the principal arterials in Arlington Heights carry, on average, over 25,000 automobiles per day. Lake Cook has the highest ADT, at 46,000. The principal arterials, which are orientated east-west or diagonally, southeast to northwest, all form cloverleaf or modified cloverleaf interchanges with Illinois Route 53, located either on or just west of the Village boundary, which in turn directly links motorists to U.S. 12, I-90 and I-290 Tollways, the Elgin-O'Hare Expressway and I-355. Except for Lake Cook Road, which is maintained by Cook County Department of Transportation and Highways, these principal arterials are all under the jurisdiction of the Illinois Department of Transportation. Palatine Road, which includes parallel service or frontage roads over most of its length within the Village of Arlington Heights, is the widest, with up to eight through-lanes with curb-to-curb widths of 130 feet, and crossing distances (at intersections with diagonal arterials) of up to 285 feet.

Minor Arterials

Arlington Heights is crossed by six minor arterials: Northwest Highway, Euclid Avenue, Kirchoff Road, Central Road (east of Arlington Heights Road), Algonquin Road (south of Golf Road), and the primary north-south arterial in Arlington Heights, which runs roughly down the middle of the Village, Arlington Heights Road. These roadways serve both regional and local trips, providing a higher degree of access and designed for more moderate speeds than principal arterials. With the exception of segments of Kirchoff Road and Euclid Avenue, which have one through-travel lane in each direction, the Village's minor arterials all have two or more lanes of traffic running in each direction with no on-street parking. (Northwest Highway does have a few short segments with on-street parking.) The minor arterials in Arlington Heights accommodate relatively high volumes of local and regional traffic (9,500 to 36,000 ADT) and run along a range of land uses including single and multi-family residential districts, as well as commercial and industrial areas. As mentioned above,



Arlington Heights Road is the Village's main north-south roadway and carries (in the southern part of the Village, near I-90) up to 36,000 vehicles per day, which is more than many of the Village's principal arterials. Northern segments of Arlington Heights Road, though less busy, still carry between 15,000 and 28,000 vehicles per day.

Collectors

Collectors serve to move traffic from local streets to arterials and other major roads, providing a high degree of access for local traffic at moderate speeds. While most of the collector roads are under municipal jurisdiction, some (and segments of some) are under IDOT and Cook County DOT jurisdiction, including the following:

IDOT Jurisdiction:

- E. Kensington (east of Forrest Ave.)

Cook County DOT Jurisdiction:

- E. Hintz Road (east of Arlington Heights Road)
- E. Thomas Street (east of Arlington Heights Road)
- Wilke Road (between Thomas St. and Northwest Highway)
- W. Central Road (between Wilke and Arlington Heights Road)

A number of these collector roads also function as existing and planned bicycle routes, as specified in Arlington Heights' Bicycle Plan. Bikeways along collector roads are especially important insofar as they often provide longer distance, inter-neighborhood connections with traffic control (signals, stop signs) at major arterial roads. The collectors that are also designated bikeways include:

- Nichols Road (between Kennicott and Arlington Heights Road)
- Kennicott Avenue (basically, between Nichols Rd. and Northwest Highway)
- Hintz Road (between Rand Rd. and Highland Ave.)
- Thomas Street (between Wilke Rd. and Dryden Ave.)
- Dryden Avenue and Windsor Drive (between Thomas and Crabtree Dr., near Lake Arlington)

- Dryden Avenue (between Thomas St. and Miner Ave.)
- Oakton Street (between Wilke Rd. and Wilshire Ln.)
- Walnut/Ridge Avenues (between Oakton St. and Kirchoff Rd.)
- Wilke Road (between Oakton St. and the entrance, south of Northwest Hwy. to Arlington Park Metra station)
- Kensington Road (for one block at the eastern boundary of the Village)
- Central Road (between Walnut and Fernandez Ave., at Northwest Community Hospital)
- Wilke Road (between White Oak St. and Golf Rd.)

Local Roads

All remaining roadways are classified as local roads, which primarily serve residential areas and offer the highest levels of access.

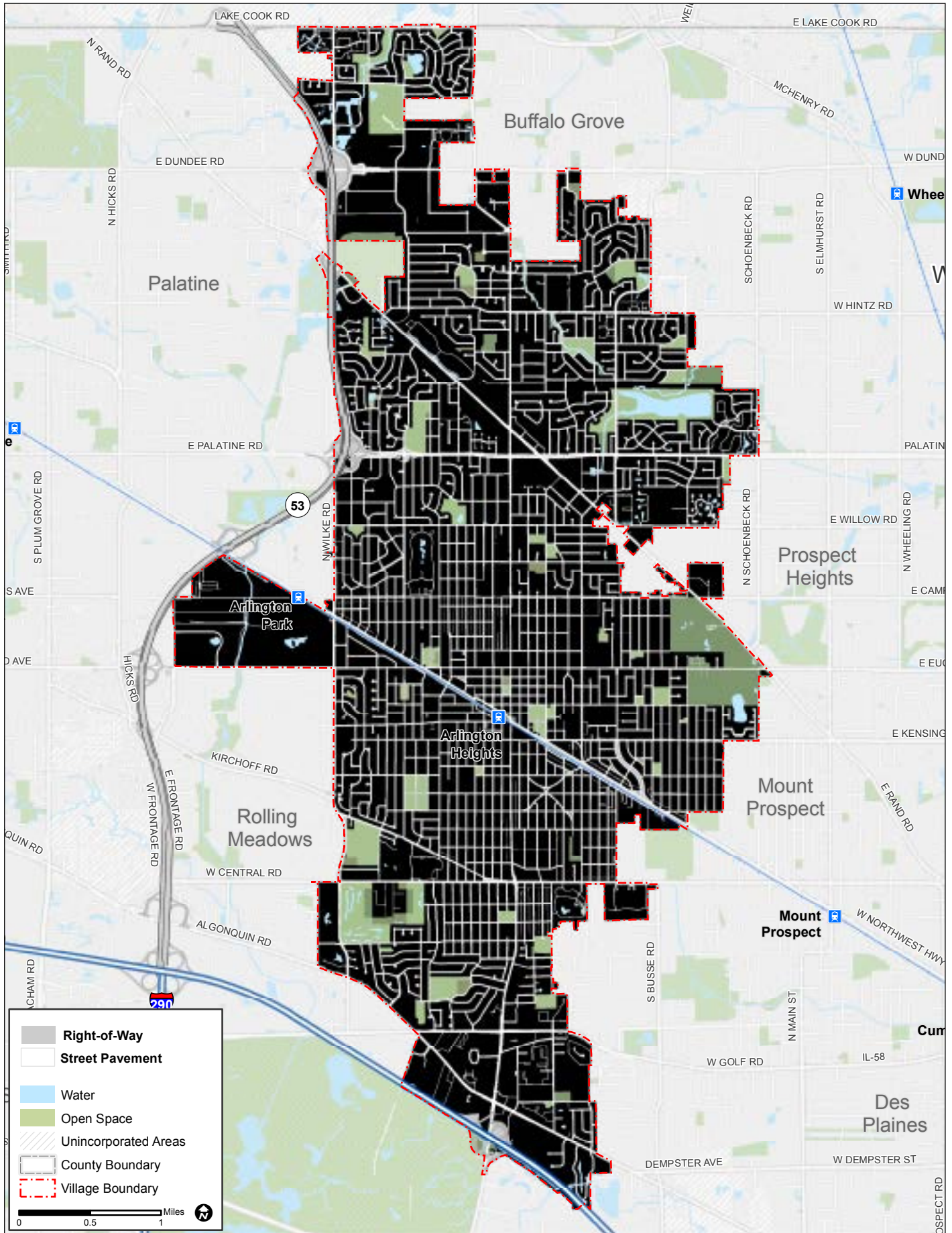
5.5.2. Connectivity

Street connectivity is a way of assessing the ease of travelling between destinations within a local street network. As a whole, Arlington Heights's street network is relatively well-connected, consisting mostly of medium length blocks and rectilinear roads, with relatively few cul-de-sacs, dead-ends, and/or isolated subdivisions. This overall connectivity was illustrated and analyzed in Figure 5.5, which shows intersection density throughout Arlington Heights.

As noted, the northern part of the Village does contain more winding/curvilinear roads, larger block sizes, cul-de-sacs, and neighborhoods or subdivisions with fewer entrance points. These patterns/designs allow for a fewer route options, resulting in longer and less direct trips between destinations, as well as higher volumes of traffic being concentrated on nearby arterials and collectors.

In the southern part of the Village, the residential area between White Oak Street and Golf/Algonquin Roads, west of Arlington Heights Road, also has less connectivity than most of the Village, due to longer block sizes and curvilinear streets that are accessed from only one or two main points along arterial or

Figure 5.22. Figure-Ground of Roadways and ROW



Chicago Metropolitan Agency for Planning, 2014.

Figure 5.23. Automobile Crash Density Map (2010-2012)

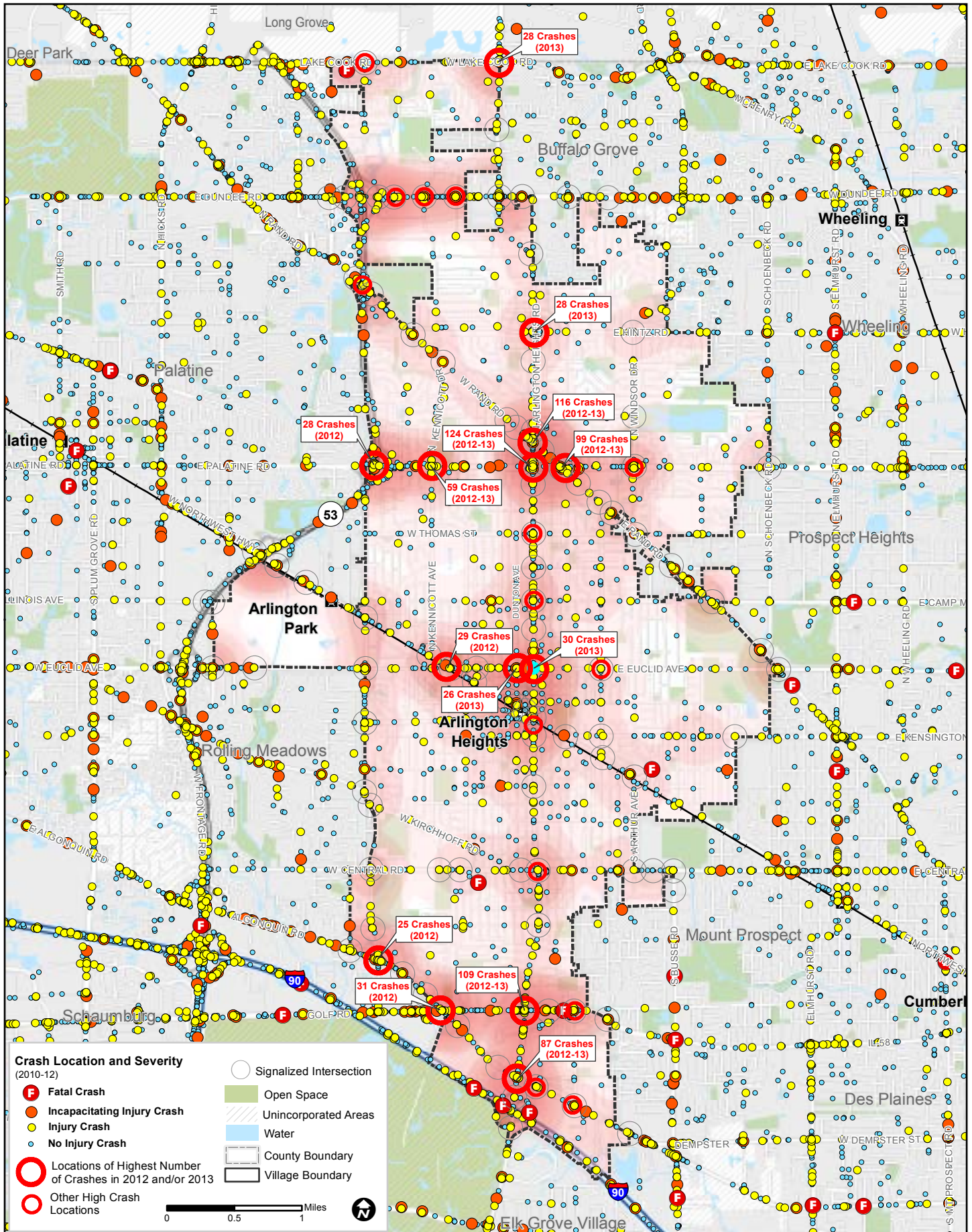


Figure 5.24. Automobile Crash Density Map (2013)

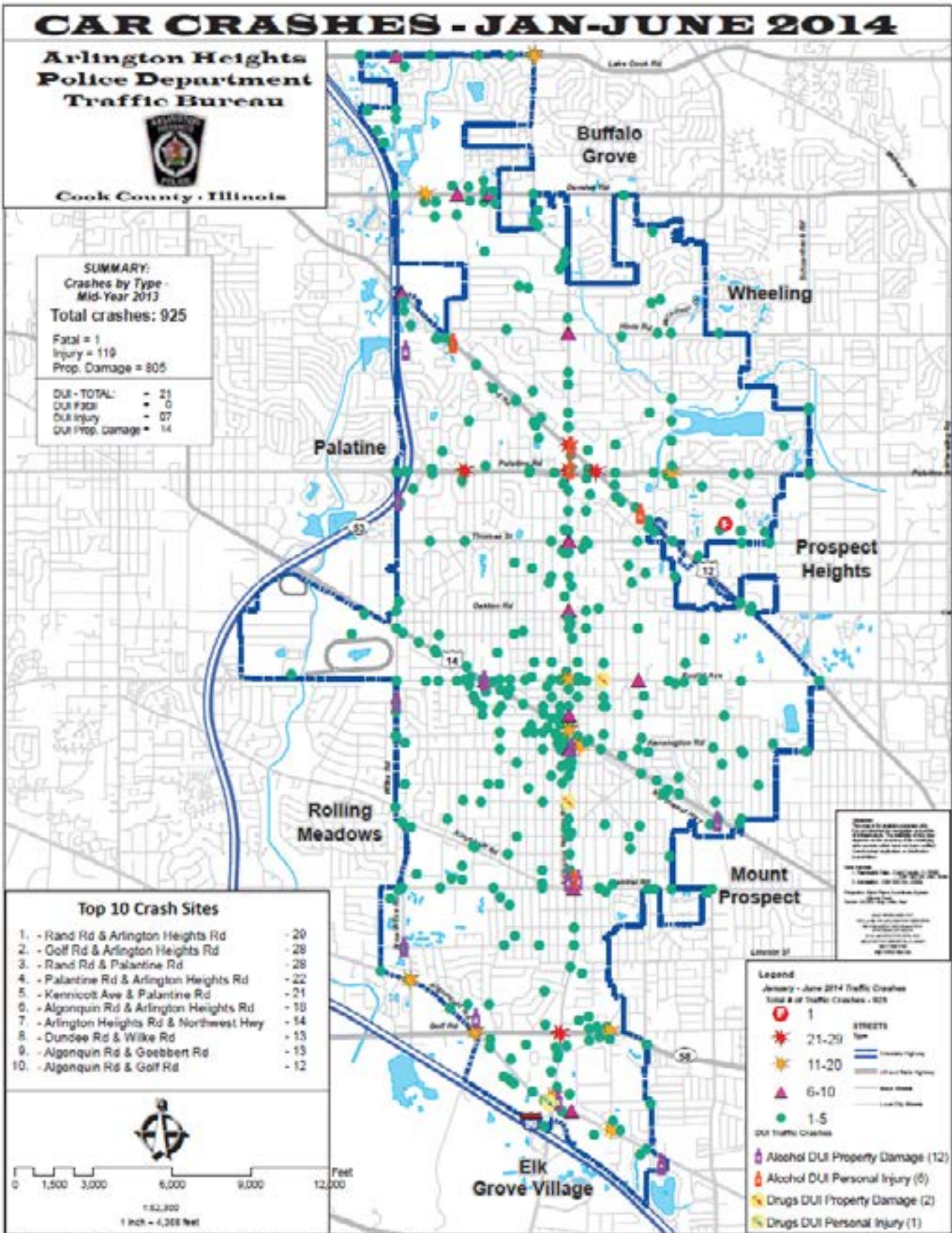
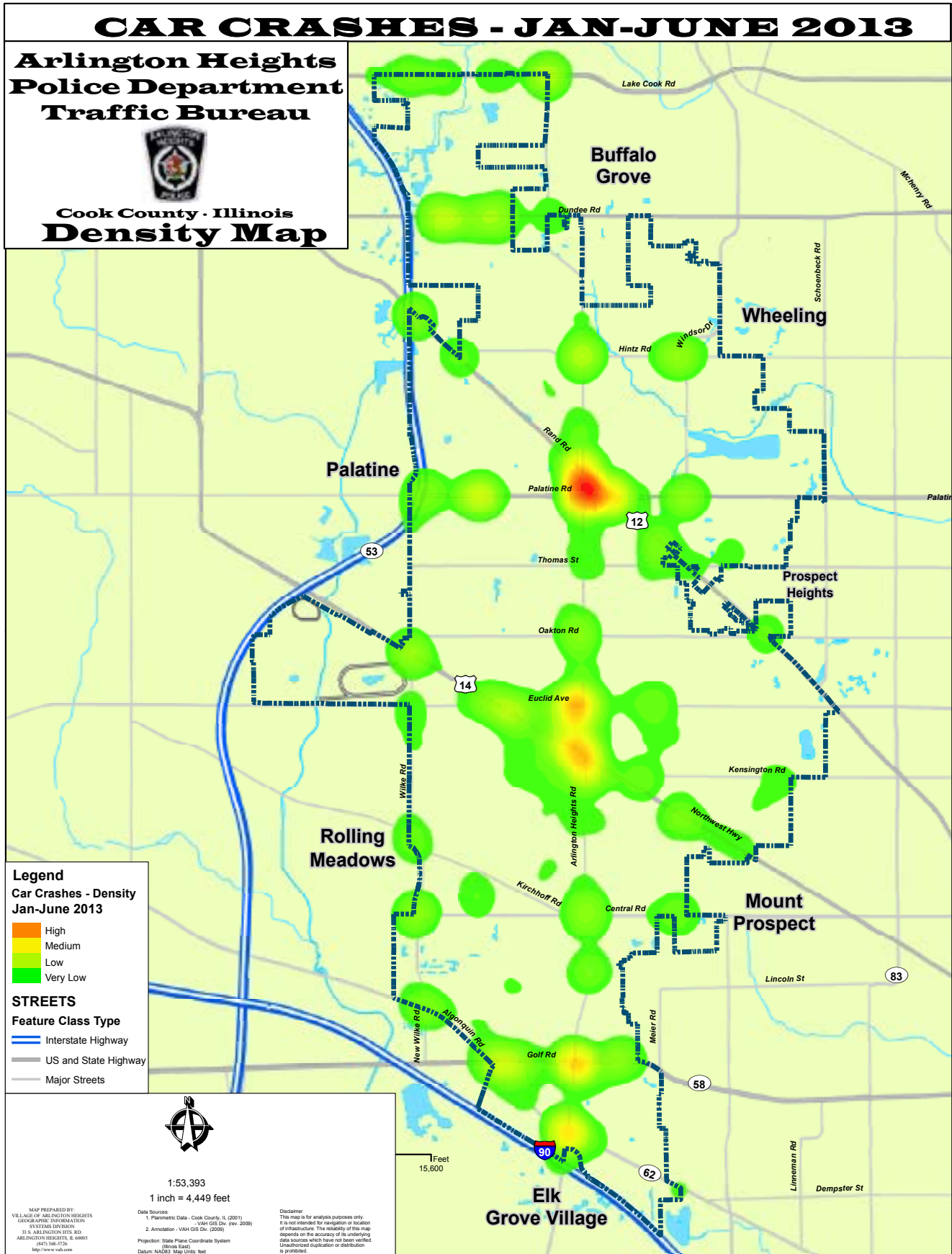


Figure 5.25. Automobile Crash Density Map (Jan.-June 2013)



collector roads. In addition to impacts on connectivity generally, this type of network arrangement also typically has a negative effect on walkability, encouraging automobile use for many short trips that could potentially be accomplished by walking in a more connected network.

Below Golf, the big-box commercial and industrial district has only a rudimentary public roadway network, resulting in poor connectivity and low walkability. The large parking lots, private access drives, and limited number of entrances/exits off of surrounding major arterials reflect the limited land uses in the district and a strong emphasis on and prioritization of automobile travel and access. In many parts of the Village, however the presence of cut-throughs and walkways through parks, school grounds, housing developments, and institutional uses help to mitigate the impacts of poorly connected street patterns by linking neighborhoods into a more connected pedestrian network.

Figure 5.22 shows the paved roadways and rights-of-way within the Village, highlighting the patterns and arrangements that prevail in different parts of the Village. Overall, existing paved roadways make up approximately 15 percent of the area of the Arlington Heights (1,598.5 acres out of 10,785.4 total acres). Available rights-of-way account for even more: approximately 22 percent (2,375 acres) of the Village.

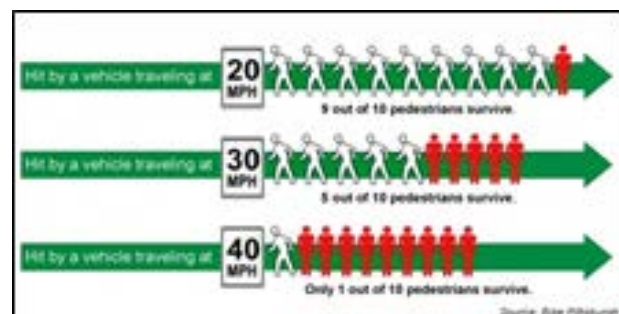
5.5.3 Safety

Crashes

Figures 5.23 illustrates the locations and severity of all automobile crashes that occurred in Arlington Heights between 2010 and 2012. It highlights intersections that have, according to the police and other sources, the highest numbers of crashes. Figures 5.24 and 5.25, which were provided by the Arlington Heights Police Department, show locations and density of motor vehicle crashes for January- June 2013 and 2014, respectively. Figure 5.23 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 at the same time, 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.

While the seven fatal crashes for the years 2010-2012 appear to be fairly random in terms of location, the incapacitating injury crashes cluster along Lake Cook, Dundee, Rand, Palatine, Northwest Highway, Euclid, Golf, and Algonquin Roads. Apart from the ‘triangle’ area as a whole, two specific intersections had five and three incapacitating injury crashes: Arlington Heights Road and Lake Cook Road, and Arlington Heights Road and Euclid Avenue (respectively). The latter intersection also had three additional incapacitating injury crashes at nearby, at adjacent intersections, indicating a significant safety issue. These areas of high crashes correspond, for the most part, to areas of safety concern identified in the bike and pedestrian analysis.





Speeding

Speed is a major factor in all types of crashes and has especially serious consequences for people on foot and on bicycle. Nationwide, where the posted speed limit was recorded, 61.3 percent of pedestrian fatalities were on roads with a speed limit of 40 mph or higher. This figure compares to just 9 percent of fatalities that occurred on roads with speed limits less than 30 mph.³⁶

Figure 5.26. Impact of Increasing Speeds and Pedestrian Survival

In interviews, surveys, and other outreach activities undertaken as part of this planning process, residents and stakeholders regularly brought up speeding as an issue throughout the Village, on both local streets and large arterial roads. The perception of speeding by residents, especially in their own neighborhoods, is a common problem in many communities. Although local, residential streets carry the lowest traffic volumes and suffer the fewest – and, generally, the least serious crashes – they often take up the majority of a traffic engineer’s time and energy, due to the volume of complaints received. Residents observe vehicles being driven at speeds that they perceive as “too fast,” and conclude that speeds would decrease if, for example, stop signs were installed. However, speeds considered excessive by residents are often considered reasonable by these same persons when they are driving in another neighborhood.

IDOT roadway data that includes the 85th percentile speeds – i.e. the speeds at or below which 85 percent of motor vehicles are traveling – indicate that there may be less speeding in Arlington Heights than some residents perceive. However, this data is available only for larger, arterial roads and some collectors, but not for local streets. 85th percentile speeds are 2 to 4 mph over the posted speed limits on segments of Lake Cook Road, Dundee Road, N. and S. Arlington Heights Road, Rand Road, Central Road, Wilke Road, Golf Road (west of I-90), and Algonquin Road. In addition, the 15 percent of vehicles that are going over the 85th percentile speeds may pose a significant safety hazard where bicyclists and pedestrians are typically present – especially at uncontrolled crossing locations.

The Village of Arlington Heights has several roads that change or vary their posted speed limits at various points within or at the Village boundaries. Some of the changes in posted speed limit appear to reflect variations in the available right-of-way or significant differences in the character and characteristics of the roadway and surrounding land use. Others represent attempts by the Village to slow traffic near the downtown business district and other busy, commercial areas near the center of the Village. In either case, residents reported that cars traveling along Euclid, Hintz, Rand and other roads that change speed limits, do tend to maintain high speeds regardless of the lower posted speeds.

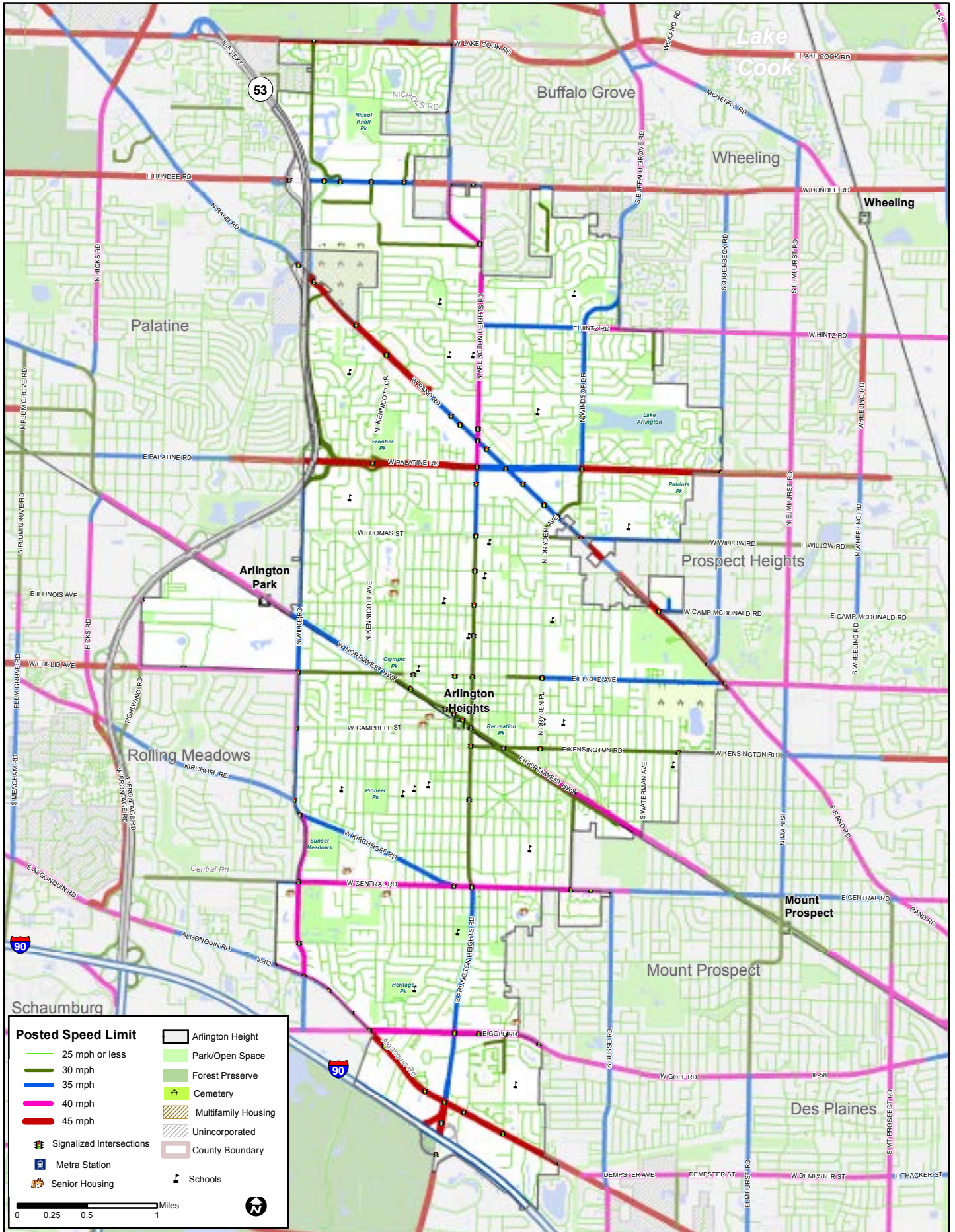
The Village of Arlington Heights Police Department recently retired its fleet of five full-sized radar trailers in favor of six portable speed display signs. These signs capture the speed of approaching vehicles and display them on electronic LED display screens. The signs are temporarily mounted to posts and poles strategically throughout the Village where speeding vehicles are perceived to be a problem. They are typically deployed for approximately one to two week periods before being recharged and relocated to other areas of concern.

In addition to enforcement measures, the Village of Arlington Heights Police Department’s Traffic Bureau has produced brochures aimed at increasing awareness of speeding and Police Department’s efforts to prevent it and about pedestrian safety generally, covering the rights and responsibilities of persons traveling on foot. The Arlington Heights Senior Citizens Commission, in an effort to increase the safety and convenience of seniors (and others) at signalized crossing locations, has partnered with the Village to produce a brochure entitled “Safely Using Pedestrian Crossings,” as well as a video demonstrating proper use of signals.³⁷

³⁶ Dangerous by Design 2014, Smart Growth America, <http://www.smartgrowthamerica.org/research/dangerous-by-design/dbd2014/national-overview/>

³⁷ https://www.youtube.com/watch?v=A3Qt0Qp7c_l.

Figure 5.27. Posted Speed Limits

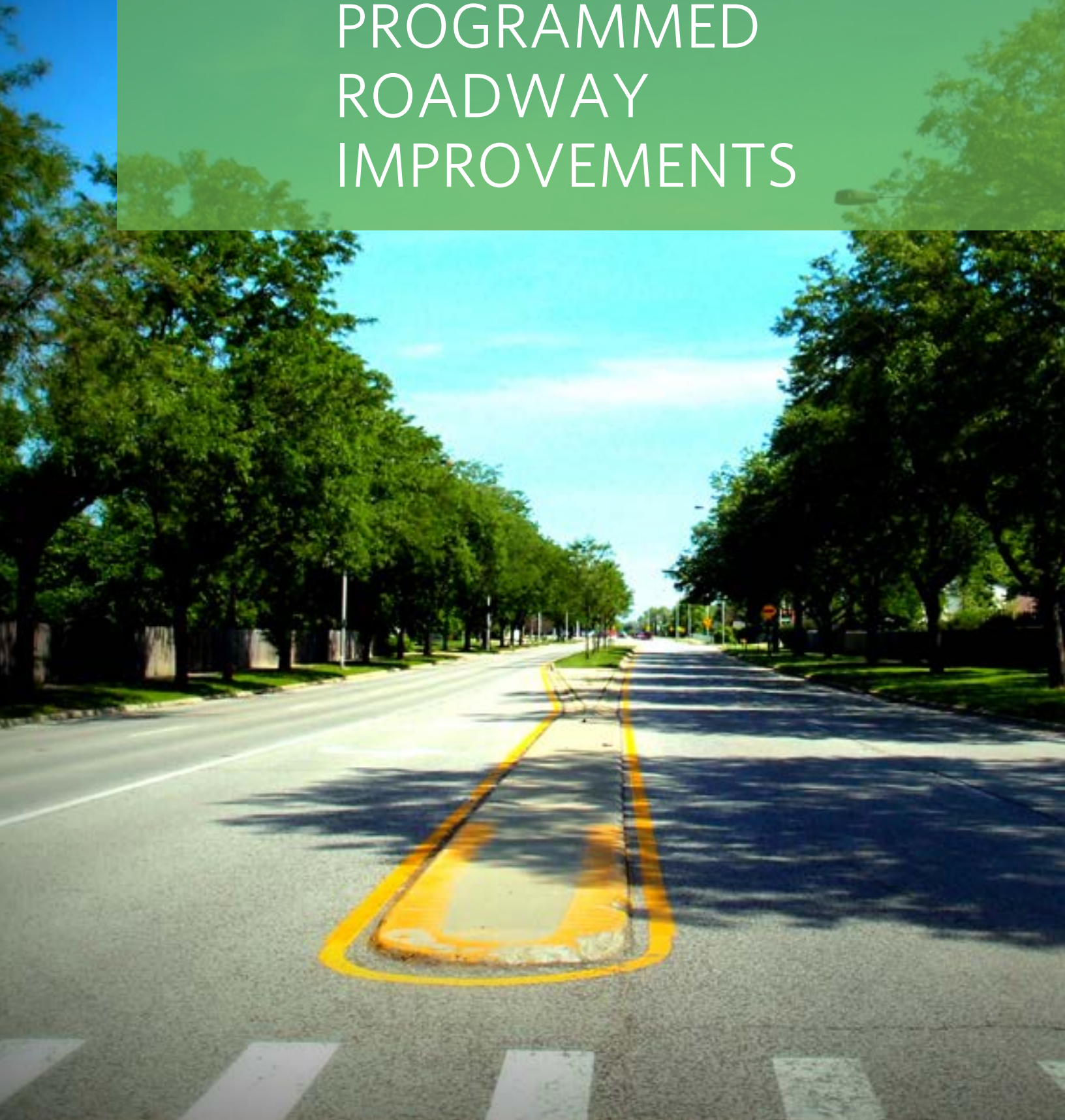




Page left blank intentionally



Chapter 6 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS





Chapter 6: Planned and Programmed Roadway Improvements

6.1. Key Findings

The following are key findings regarding planned and programmed roadway and infrastructure improvements in Arlington Heights. Moving forward in the planning process, these key findings will help shape and inform the bicycle and pedestrian plan recommendations.

- The Village of Arlington Heights has a history of including bicycle and pedestrian related infrastructure and non-infrastructure projects within their municipal budget. These projects have included basic bikeway signage along designated bike routes, bicycle parking facilities, and striping of the Davis Street bike lane. In addition, funds have been budgeted for the work of the BPAC, including the first-ever community bike ride in June 2014, and for educational, encouragement, and enforcement materials and programs.
- The Village continues to invest in and repair its road network and has received good road conditions ratings. Overall in 2013, the Village's Pavement Index Rating (PCI) was a 75 out of 100 which is considered a good rating. It also showed that 62% of Village streets were in very good to excellent conditions.
- The Village has a number of capital improvements planned that could help improve biking and walking conditions within the community. Moving forward, the recommendations of the final Bicycle and Pedestrian Plan should be included in future budgets and capital improvement plans.
- The Village works with adjacent municipalities, the County, and the region to help plan for and implement trail plans. A recent example is the Village has entered into an agreement with the City of Rolling Meadows for Phase 1 engineering to extend a bike path to Rowhling Road. The Village was interested in the extension because the Arlington Downs development will connect its path to the Rolling Meadows Euclid Avenue Path.

6.2. Village Budget and Capital Improvement Program

FY 2014-15 Budget: http://www.vah.com/assets/1/finance_department/FY2015_Budget.pdf

Capital Improvement Program Executive Summary: http://www.vah.com/assets/1/finance_department/00_2015B-2019_CIP_Executive_Summary.pdf

Since many parts of the Village and the construction of its roads date back several decades or even longer, Arlington Heights – like many communities in our region – faces the ongoing challenge of maintaining and improving aging transportation infrastructure. To address transportation maintenance and modernization – as well as other – needs, the Village has a five-year Capital Improvement Program (CIP), which includes major capital projects and ongoing programs for resurfacing and reconstructing roads. These roadway projects are regularly included in local, county, and state capital plans (see Tables 6.1, 6.2 and 6.3). Such projects can help to increase the safety, reliability, and usability of the Village's transportation infrastructure. In addition, the projects may have the added benefit of making the neighborhoods look more attractive, and therefore more marketable. The Village Complete Streets policy, adopted in 2013, should guide and advance efforts to upgrade and modernize roads to better accommodate all roadway users, through such means as new signage, striping, completion of sidewalk gaps, new pedestrian signals, and the installation of detectable warning tiles, ramps, and landings that comply with ADA and Public Rights-of-Way Accessibility Guidelines (PROWAG) regulations and guidance.

6.2.1 Implications for the Bicycle and Pedestrian Plan

The Village budget contains sections on expenditures under various funds, including the General Fund, Capital Projects Funds, Motor Fuel Tax Fund, Community Development Block Grant Fund, Municipal Parking Fund, TIF District Funds, Arts, Entertainment and Events Fund, and Fleet Operations Fund, among

others. The five year spending and funding summary of Arlington Heights' Capital Improvement Program (CIP) includes the following items related to roadways and transportation infrastructure. Most are funded through the Capital Projects Fund and the Motor Fuel Tax Fund. Some of these projects are directly related to improving conditions for walking and bicycling, tra Some of these projects are directly related to improving conditions for walking and bicycling, while others - though detailed project scopes are not known - would appear to provide opportunities for improving the safety and convenience of travel by foot and bicycle, both at specific locations and generally throughout the Village.

For Fiscal Years 2013-2015, the CIP includes several signalization projects, including locations along designated bicycle routes and near Metra stations, parks, and schools (Northwest Highway and Wilke; Dundee Road and Kennicott; Central and Arthur). Funds are also budgeted for sidewalk and curb replacement, green corridor and other beautification projects, Northwest Highway-Davis Street-Arthur Avenue, Davis-Sigwalt fencing/landscape upgrade, downtown street furniture, and in 2015-16, reconstruction of Nichols Road and Walnut Avenue. More specific information on upcoming roadway projects was provided by Village staff.

Table 6.1 Capital Improvement Program

CAPITAL IMPROVEMENT PROGRAM (CIP) FIVE YEAR SPENDING AND FUNDING SUMMARY									
CAPITAL SPENDING (continued)	Fund	PROJ #	EST ACT 2013-14	BUDGET 2013-14	BUDGET 2014-15	BUDGET 2015-16	BUDGET 2016-17	BUDGET 2017-18	BUDGET 2018-19
Signals									
Traffic Signal Maintenance	MFT	SG-03-02	114,800	113,800	114,900	119,200	121,500	124,000	126,500
Traffic Signal Improv at Northwest Hwy/Wilke	Cap Proj	SG-08-03	606,800	606,840	60,000	0	0	0	0
Dundee Rd/Kennicott Ave Pedestrian Actuation	Cap Proj	SG-14-06	20,000	20,000	0	0	0	0	0
Traffic Signal Pedestrian Upgrade - Central at Arthur	Cap Proj	SG-14-10	0	0	0	0	100,000	0	0
Traffic Signals LED Upgrade	Cap Proj	SG-14-15	41,000	41,000	0	0	0	0	0
Art Hts Rd - Sigwalt St/Miner St Interconnection	Cap Proj	SG-18-05	0	0	15,000	0	0	0	0
Eudlid Ave - Art Hts Rd/Durton St Interconnection	Cap Proj	SG-18-10	0	0	0	42,500	0	0	0
Sub-Total Signals			681,400	680,640	181,900	161,700	221,500	124,000	126,500
Streets									
Street Resurfacing Program	Cap Proj	ST-90-00	3,875,000	4,095,531	3,590,000	3,000,000	3,700,000	3,000,000	3,900,000
Street Rehabilitation Program	MFT	ST-90-09	2,130,000	2,452,031	2,130,000	0	2,100,000	2,100,000	2,100,000
Sidewalk & Curb Replacement	Cap Proj	ST-90-11	325,000	325,000	330,000	345,000	350,000	300,000	370,000
Pavement Crack Sealing Program	MFT	ST-92-01	80,000	80,000	0	0	0	0	0
Pavement Crack Sealing Program	Cap Proj	ST-92-01	0	0	100,000	100,000	100,000	100,000	100,000
Green Corridor Beautification	TIF IV	ST-99-03	0	0	0	95,000	0	0	0
Green Corridor Beautification	Cap Proj	ST-99-03	11,700	11,882	0	0	0	0	0
Street Light Cable Replacement	Cap Proj	ST-00-01	10,000	10,000	10,000	10,000	10,000	10,000	10,000
HPS Street Light Conversion	Cap Proj	ST-00-03	0	0	0	0	0	0	0
Gateway Signs & Beautification	Cap Proj	ST-01-01	10,300	10,249	28,000	0	0	0	0
Paver Brick Maintenance	Cap Proj	ST-05-01	25,000	66,304	25,000	25,000	25,000	25,000	25,000
Northwest Hwy/Davis Street/Arthur Avenue	Cap Proj	ST-05-03	2,333,100	2,333,085	0	0	0	0	0
Parking Lot Resurfacing	Parking	ST-09-01	0	0	0	0	0	0	0
Parking Lot Resurfacing	Cap Proj	ST-09-01	0	20,000	100,000	0	0	0	0
McDonald Creek Bike Trail Repair	Cap Proj	ST-09-03	8,700	8,676	0	0	0	0	0
Douglas Avenue Bus/Use Plan	Cap Proj	ST-09-04	22,400	22,304	0	0	0	0	0
Algonquin Road Street Lighting	MFT	ST-09-12	115,000	187,000	0	0	0	0	0
Commuter Drive Reconstruction	Cap Proj	ST-11-05	182,000	182,000	0	0	0	0	0
Davis/Sigwalt Streets Fencing/Landscape Upgrade	Cap Proj	ST-13-01	11,100	11,060	0	0	0	0	0
Parlway Ash Tree Removal/Replacement Prog	EAB	ST-13-20	2,638,400	2,638,400	2,824,100	2,054,300	1,011,000	200,400	0
Downtown Street Furniture	Cap Proj	ST-14-01	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Nichols Road Reconstruction	MFT	ST-15-06	0	0	0	450,000	0	0	0
Walnut Avenue Reconstruction	MFT	ST-15-10	0	0	0	260,000	0	0	0
Sub-Total Streets			11,772,700	12,431,647	9,068,100	7,825,300	7,511,000	6,619,400	6,520,000

Source: Village of Arlington Heights FY2014-15 Budge, page 42, http://www.vah.com/assets/1/finance_department/FY2015_Budget.pdf.



Table 6.2 Upcoming Roadway Projects

Project Name	Location	Lead Agency/ Sponsor	Project Scope
IL 68 (Dundee) at Wilke Road	IL 68 (Dundee Rd) at Wilke Rd	IDOT*	Add turning lanes. **
IL 68 (Dundee) at Kennicott	IL 68 (Dundee Rd) at Kennicott Ave	IDOT*	Add turning lanes.**
Kirchoff Rd	(New Wilke Rd to Central Rd)	IDOT*	Resurfacing
Central Rd	Arthur Ave to Central Rd	Village of Arlington Heights and Mount Prospect	Traffic Signal Modification - Phase II plan preparation
US14 (Northwest Highway)	US14 (Northwest Highway) at Wilke Road	Arlington Heights	IDOT Local Roads Project: Intersection improvement
Walnut/ Nichols Street Reconstruction	Walnut Ave (Oakton to Thomas) Nichols Rd (Kennicott to AH Rd)	Arlington Heights	IDOT Local Roads Project: Reconstruction
Resurfacing Program	TBD	Arlington Heights	Resurfacing
Street Rehabilitation and Street Reconstruction Program	TBD	Arlington Heights	Reconstruction

* From IDOT's Management Monitoring Schedule provided to Northwest Council of Mayors, Aug 21, 2014

** Village has requested that IDOT include additional work at these intersections which include a multi-use path along a portion of Dundee Road as well as pedestrian push buttons and crosswalks at both intersections. IDOT has estimated that the participating cost for these upgrades will be \$125,000 and the Village just signed the letter of concurrence on November 21, 2014.



Chapter 7

LOOKING FORWARD





Chapter 7: Looking Forward

The existing conditions report identifies a number of issues, strengths, weaknesses, and opportunities that exist for non-motorized transportation in the Village of Arlington Heights. The Bicycle and Pedestrian Plan will utilize this extensive database of information to formulate recommendations for supporting and improving biking and walking in the community. Based on the information compiled, key topic areas of the plan are identified in this section. It should be noted that the following summary does not include all issues that will be addressed in the final Plan.

The Plan will address the following topic areas that have been identified as key issues through analysis of existing conditions.

- **Support and advance the Village's existing, ongoing efforts to improve conditions for and to increase travel by bicycling and walking.** Specifically, the Bicycle and Pedestrian Plan will help the Village advance its goal of achieving Bicycle Friendly Community status in the League of American Bicyclists BFC program. The plan will also assist the Village in refining and further developing the proposed bicycle parking ordinance in order that it best meet the various needs and goals of the whole community. The plan will provide and prioritize strategies and actions that will assist in implementing the recently-adopted Complete Streets policy. The Village has taken significant steps to promote bicycling and walking as forms transportation and recreation. The Bicycle and Pedestrian Plan will support existing efforts and initiatives and, at the same time, expand and further develop them.
- **Strengthen connections to neighboring**

communities' bikeway networks and to the greater regional trail system. Many of Arlington Heights' neighbors have recently created or updated bicycle or active transportation plans. In addition to neighboring communities' existing and planned local routes, longer-distance regional and sub-regional trails pass through Arlington Heights, neighboring communities, and nearby open spaces, such as Forest Preserve properties. Facilities in the Buffalo Creek Forest Preserve, the Palatine Trail, a conceptual regional bikeway corridor along Northwest Highway, and the existing trail system in Busse Woods Forest Preserve are all classified as primary regional trails, and serve as part of the backbone of trails throughout the region that connect to smaller community trails and paths.

- **The Plan will support and strengthen connections to neighboring communities and to the larger regional trail network.** The plan will identify future extensions of and important links between the existing bikeways and trails in Arlington Heights and the regional trail system including connections to nearby forest preserves and other open spaces.
- **Improve key pedestrian and bicycle street crossings.** Currently, major arterial roadway corridors such as Arlington Heights Road, Algonquin Road, Golf Road, Central Road, Euclid Avenue, Northwest Highway, Palatine Road, Rand Road, Dundee Road, Lake Cook Road, and others are very difficult to cross. The Plan will identify key intersections along these and other arterial corridors, as well as along certain collector and/or local streets, which should have more clearly visible and defined pedestrian crosswalks along with other engineering treatments to accommodate pedestrians and bicyclists. Marked crossings should be enhanced with appropriate additional pedestrian and bicyclist safety treatments such as signing, markings, traffic calming, signalization, bicycle and pedestrian detection devices an/or other countermeasures.
- **Improve bike route signage and wayfinding.** The Village of Arlington Heights' current on-street bikeway network consists largely of signed

bike routes. This signage, however, predates the development of best practice guidance for bikeway signage and is, in many cases, in poor condition and/or obscured by vegetation that has grown over time. The Plan will recommend that the Village conduct an inventory of all existing bikeway signage in advance of updating signage to reflect current best practices and the needs of an improved and expanded bikeway network. In addition to proper bikeway signage, the Village should develop an interrelated wayfinding program to assist bicyclists, motorists, and pedestrians in identifying and understanding routes and crossings. Signs should include directions and mileage to community facilities, parks, schools, shopping areas, Metra stations, and regional trails.

- **Identify potential locations for on-street bike lanes, marked shared lanes, and other on-street facility types to build upon and strengthen the network of signed routes and the Village’s sole bike lane along Davis Street.** The Village of Arlington Heights current bikeway network includes signed routes, off-street facilities (sidepaths and trails), and one on-street bike lane, along Davis Street between Arthur Avenue and Pine Avenue, near Village Hall. This facility, which was installed nearly two decades ago, represents the Village’s first and, thus far, only dedicated bike lane. The bike lane provides an on-street connection between a sidepath (or Rails-with-Trail) along the north side of Davis Street, adjacent to the UP railroad tracks, between Arthur Avenue and a path leading to Melas Park. The Plan will identify additional streets where dedicated bike lanes, marked shared lanes, and other on-street facilities could be installed to improve connectivity throughout the community.
- **Provide high-quality, adequate, well-placed, and functional bicycle parking.** Currently there are bicycle racks at locations throughout the Village, including at schools, parks, the Public Library, Village Hall, and various other locations, including covered parking near the downtown Metra station and inside automobile parking structures in downtown Arlington Heights. However, the racks that have been installed are, in some instances, design types that do not allow bicyclists to conveniently secure their bicycles. Some racks are low racks that do not permit the frame of

a bicycle to be locked with a secure, U-type lock to the rack. Other racks are in locations that are either inconvenient (i.e. not close to cyclists’ destinations) or are uncomfortable (on grass, gravel, or dirt). In some instances, racks may be missing altogether.

- **The Village Bicycle and Pedestrian Advisory Commission has begun work writing an ordinance update that would require bicycle parking as part of similar to automobile parking requirements.** A draft ordinance was produced, however, the BPAC was asked to do more research and answer some additional questions. The next step in the process is for the BPAC to present the ordinance and additional information to the Village’s Ordinance Review Commission (ORC) for their review and consideration.
- **Moving forward, the Bicycle and Pedestrian Plan will make recommendations for additional bicycle parking where needed, and provide information on best practices for parking location, installation, and rack types.**
- **Hold community biking and walking events.** Special events such as community bike rides, “ride your bike to work week” and “walk/ride to school days” should be organized by the Village, the Park District, the School District(s) or through a partnership between these and other entities. The Plan will recommend hosting special events that encourage walking and biking for all age groups and levels of mobility.
- **Improve sidewalk conditions.** Currently there are over 390 miles of sidewalk throughout the Village, some of which are constructed to bikeway standards (i.e. as sidepaths). The Village has a sidewalk replacement program in place and budgets significant dollars towards this program. However, stakeholders stated in general that they would like to see sidewalks improved, and during outreach meetings some specific areas were noted.
- **Examples of specific sidewalk problems expressed by stakeholders included poor surface condition, inadequate width, and encroachment of vegetation.** In addition, in some instances, sidewalks, which may be needed or desired, are missing altogether.



- ***In some parts of the Village, large, long blocks and/or a rudimentary street network make it more difficult for some pedestrians to find direct, convenient routes.*** To help overcome such problems, pedestrian cut-throughs have been constructed. These cut-throughs facilitate walking and help to increase overall walkability. The majority of these cut-through paths run between residential properties – making it easier and faster to get from one block to another – while several others connect residential neighborhoods to open space or school properties. While the cut-throughs were designed primarily for pedestrians, they are also used by some bicyclists – despite the fact that they are not always convenient for a person on a bicycle or, in some cases, for pedestrians with mobility impairments (i.e. stairs). Cut-throughs are, generally, owned by the Village though neighboring residents may be responsible for their maintenance. This sometimes poses an issue with residents who fail to maintain the pathways.
- ***Support bicycle riding education.*** The Plan will recommend that the Village partner with the Park District, the School Districts, and other interested entities to provide classes to all-age groups for bicycle riding education. Classes should be designed for different experience levels ranging from beginner bicyclists up to experienced bicyclists who want to refine their skills.
- ***Pursue partnerships, grants and alternative funding sources to assist with implementation.*** To assist with funding the recommendations of the Bicycle and Pedestrian Plan, the Village should strengthen partnerships and also seek out and apply for available grants and other funding resources. The Village should look to partner with other groups or governmental agencies whenever possible. The School Districts and Park District, as well as neighboring communities, the County, and Forest Preserve districts, are examples of groups with whom the Village could partner to improve bicycling and walking throughout the community and beyond. Examples of potential grants include the Transportation Alternatives Program, the Illinois Transportation Enhancement program (ITEP) and its sub-programs – namely, Safe Routes to School

and the Illinois Department of Natural Resources Bike Path Program – the Congestion Mitigation Air Quality (CMAQ) program, Illinois Highway Safety Program, and the Surface Transportation Program, which is managed by the Northwest Council of Mayors. The Plan will identify potential partnerships and/or funding sources for each recommendation whenever possible.



APPENDIX





Appendix

Village of Arlington Heights Complete Streets Policy (adopted May 2013)

SUBJECT: COMPLETE STREETS	CATEGORY STREETS
	POLICY NUMBER 2013-1
	DATE: 5/06/13

STATEMENT OF THE POLICY:

Complete Streets can be achieved through network level improvements, through integration into single location projects, or incrementally, through a series of small improvements or maintenance activities. Decisions regarding the public right-of-way shall promote use by pedestrians, bicyclists, public transit and motor vehicles, in a safe and effective manner taking into account the surrounding community context and land uses. The Village shall strive to create a comprehensive, integrated and connected network of transportation options for all modes of conveyance, designed and operated to enable appropriate and safe access for all users.

IMPLEMENTATION OF THE POLICY:

1. Staff shall fully incorporate Complete Streets into budgeting processes, work plans and staffing projections and consider Complete Streets as one of the priorities in roadway planning and funding decisions.
2. To the extent that relevant roadways are under the jurisdiction of an agency other than the Village, Staff shall provide such Complete Streets technical assistance as is accepted by the other agency.
3. The Village shall cooperate with neighboring jurisdictions to encourage street connectivity with a specific emphasis on regional corridors.
4. Staff shall prioritize the safe movement of pedestrians, bicycle and public transportation traffic in decisions regarding the use of limited public right-of-way, with consideration given to roadway context and land use.
5. Staff shall define standards to measure the progress of implementation of this Policy. Such standards shall include, but not be limited to, improvements in safety for all roadway users; increased capacity for all modes of transportation; miles of new and repaired bicycle facilities; blocks of new and repaired sidewalks; number of new and repaired marked street crossings; amount of new and repaired signage; number of new and repaired curb ramps. Such measures shall be incorporated into relevant plans, manual, policies, processes and programs. Such plans, manual, rules, processes, processes and programs shall be reviewed no less than every two years. Staff shall report to the Bicycle and

Pedestrian Commission at least annually on progress made in implementing this Policy.

6. Staff will review and revise as necessary plans, manuals, policies, processes and programs to encourage the implementation of Complete Streets on roadways not under the jurisdiction of the Village, but subject to financing, regulation of or otherwise involving an action by the Village. Such projects shall include, but not be limited to, privately built roadways and projects on non-village roadways funded in part or entirely by Village funds.
7. Staff shall apply this Policy in all instances when feasible. It is understood that there may be circumstances in which it may not be practical or feasible to apply the Policy. Such circumstances include the following:
 - a. The scope of the relevant project is limited to maintenance activities intended to keep the roadway in serviceable condition.
 - b. There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic within a project's scope.
 - c. There is no documented current or anticipated need for accommodation of non-motorized roadway users or the road is not a current or planned transit route.

DATE REVIEWED	BY	ACTION
04/22/2013 05/06/2013	Committee-of-the-Whole Board of Trustees	Recommended adoption Policy adopted



Page left blank intentionally



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive, Suite 800
Chicago, IL 60606

312-454-0400
info@cmap.illinois.gov

www.cmap.illinois.gov