

ELK GROVE VILLAGE BICYCLE PLAN ROUTE UPDATE

January 25, 2022



Village of Elk Grove Village
Elk Grove Park District
Friends of Cycling in Elk Grove

Table of Contents

Contents

Purpose	3
Public Input Process	4
Appendices	5
1 - Elk Grove Village Bicycle Plan Route Map.....	6
2 - Elk Grove Bicycle Plan Task Force 2020-2021	7
3 - 2022 Proposed Village Bike Routes.....	8
4 - Public Comment Summary	14

Purpose

In 2014, the Elk Grove Village Bicycle Plan Task Force created a bicycle plan for the Village that focused on recreational cycling and providing safe and convenient routes for casual cyclists and commuters to reach common destinations in and near Elk Grove Village. The task force included representatives from the Village, the Park District, and Friends of Cycling in Elk Grove. The Village Board adopted the Elk Grove Village Bicycle Plan in March of 2015, which formalized the Village's commitment to improve the existing Village bicycle network and create a safe environment for cyclists.

Since the adopting the Village's Bicycle Plan in 2015, the Village has completed several infrastructure projects with the help of grant funding, including new access points for Busse Woods and a new multi-use path along Biesterfield Road to provide safer bicycle crossing at Meacham Road. Along with these improvements, ongoing infrastructure projects and new developments within the Village have created new and different opportunities for future bike routes.

To continue qualifying for grant funding opportunities that support improvements to the Village's bicycle network, the routes shown in the Village Bicycle Plan must be kept up to date. The Bicycle Plan Task Force reconvened in 2020 to consider updates to existing and proposed routes. The Task Force also discussed how best to solicit public input on the proposed Route Update.

The proposed Route Update better reflects our community's existing routes and future projects. These changes will help the Village qualify for future grant funding to support bicycle network improvements. Additionally, the implementation of newly proposed routes will help ensure that residents and visitors of the Village have access to safe and convenient bicycle routes to travel to local and regional destinations.

Public Input Process

Based on feedback from the Bicycle Plan Task Force, Village staff developed an outreach plan to solicit feedback with both online and in-person options. Public outreach opportunities were promoted through various communication platforms, including:

- Village Newsletter (printed and mailed to all households and businesses)
- Village E-Newsletter
- Village Website
- Electronic Sign
- EGTV Channel 6
- Social Media Platforms (Facebook, Twitter, Nextdoor)

Interactive Online Map

Village staff worked with a vendor, Community Remarks, to create an interactive online map for residents to provide feedback. The map provided icons and commenting options that enabled residents to show support for routes, identify gaps within the plan, and comment on existing and proposed routes. The online map was open for 30 days and received over 50 comments.

Route Update Open House

The Village hosted an in-person open house on August 11, 2021. At the open house, residents had the opportunity to learn about the benefits and challenges of implementing each of the proposed bicycle routes and talk to Village staff about their questions and concerns. Over 20 residents attended the in-person open house to learn more about the update to the bike plan and provide feedback.

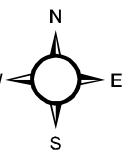
After reviewing public input received online and in-person, Village staff added two additional proposed routes to the 2021 Village Bicycle Plan Route Update. Additionally, Village staff organized feedback from the online and in-person public input (see Appendix 4), which will be referenced as planning begins for implementing future bike routes.



Appendix 1
Elk Grove Village Bicycle Plan Route Map

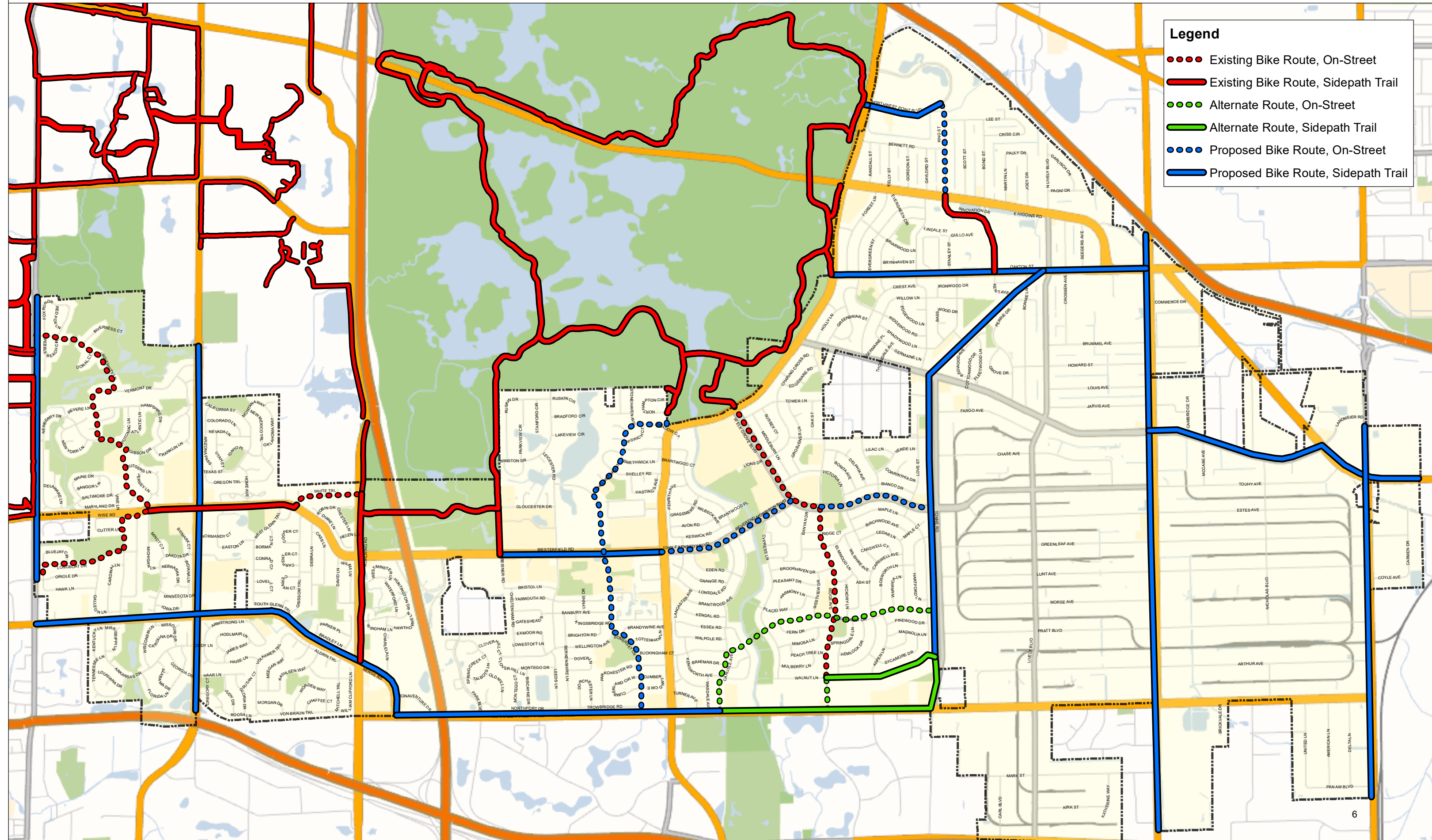


Elk Grove Village Bike Routes



Legend

- Existing Bike Route, On-Street
- ▬ Existing Bike Route, Sidepath Trail
- Alternate Route, On-Street
- ▬ Alternate Route, Sidepath Trail
- Proposed Bike Route, On-Street
- ▬ Proposed Bike Route, Sidepath Trail



Appendix 2

Elk Grove Bicycle Plan Task Force 2020-2021

Elk Grove Village

Pat Feichter, Village Trustee

Maggie Jablonski, Assistant Village Manager

Brian Lovering, Chief Infrastructure Engineer

Randy Schumacher, Police Commander

William Callaghan, Police Traffic Sergeant

Karleen Gernady, Administrative Intern

Friends of Cycling in Elk Grove

Dave Simmons, President

Mike Cavallini, Vice President

Elk Grove Park District

Ben Curcio, Executive Director

Appendix 3

2022 Proposed Village Bike Routes			
Segment	Route Type	Route Value	Challenges
Nerge Road (Plum Grove Rd to Devon Ave)	Sidepath	Major East-West Bike Corridor <ul style="list-style-type: none"> • There is only one existing east-west bike corridors in the Village's residential area. This route would help create a second east-west residential route • Serves as a connection to future side path on Devon Ave, providing a second connection over Route 53, between east and west sides of the Village 	Limited Right-of-Way (ROW) Width <ul style="list-style-type: none"> • It may not be possible to fit an 8 foot wide side path along the entire corridor due to potential conflicts with existing utilities and trees • Conflicts with existing utilities and trees ROW from Rohlwing Rd to Devon Ave is very narrow which may require the Sidepath to be narrowed to a 4-6 foot sidewalk in this area
Wellington Ave & Somerset Ln (Biesterfield Rd to Somerset Ln, Wellington Ave to Ave)	On-street	North-South Connection <ul style="list-style-type: none"> • Provides connection between proposed routes on Biesterfield Rd and Devon Ave Access to Central Area of Village <ul style="list-style-type: none"> • Provides connection to library, town center, park district pavilion, and major shopping centers. 	Contingent on Construction of New Multi-Use Paths <ul style="list-style-type: none"> • Until proposed routes on both Biesterfield Rd and Devon Ave are implemented, this route does not provide a connection between bicycle facilities
Biesterfield Rd & JFK Blvd & Rev Morrison Blvd (Beisner Rd to Elk Grove Blvd)	Sidepath (Biesterfield); On-street (JFK & Rev Morrison)	Major East-West Corridor <ul style="list-style-type: none"> • This is a main thoroughfare through the center of the Village • Part of the Fox River- Busse Woods Bikeway, a regional east-west corridor in the NWMC Multimodal Transportation Plan Access to Central Area of Village <ul style="list-style-type: none"> • Provides connection to numerous destinations including Busse Woods, park district amenities, schools, and major shopping centers 	The transition from Side-Path to On-Street Route <ul style="list-style-type: none"> • East of Arlington Heights rd., this route transitions from a side path to an on-street route. In addition to multiple driveway conflicts, the width of the JFK bridge is not sufficient to install a full Sidepath and is limited to the existing 5 ft. width sidewalk Intersection Challenges <ul style="list-style-type: none"> • Potential conflicts exist between vehicles and bicyclists due to line of sight at Cypress Ln and Elk Grove Blvd.

Segment	Route Type	Route Value	Challenges
Northwest Point Blvd & King Street (Arlington Heights Rd- King St, Northwest Point Blvd- Higgins Rd)	Sidepath (NW Point); On-street (King St)	<u>Completes North-South Route</u> <ul style="list-style-type: none"> Connects to proposed north/south route on Tonne rd./ ComEd Row via Innovation Drive and Oakton <u>Connectivity for North End of Village</u> <ul style="list-style-type: none"> Provides connection to Busse Woods trail entrance and bicycle amenities in Elk Grove Technology Park for business users and recreational cyclists 	<u>On-Street Route</u> <ul style="list-style-type: none"> Need to consider how vehicle and bicycle traffic interact with sharing the road, including heavy truck movement during the work week <u>No Existing Sidewalk</u> <ul style="list-style-type: none"> There is no existing sidewalk on this portion of Northwest Point Blvd and the Village's right-of-way ends at back of curb. Constructing a Sidepath in this area would require a partnership with private property
Landmeier-Higgins- Touhy (Busse- Higgins, Landmeier- Elmhurst, Elmhurst- West Corporate Limits)	Sidepath	<u>Provides East-West Route in Business Park</u> <ul style="list-style-type: none"> Serves as the only east-west corridor in the Business Park which connects proposed routes on Busse rd. and Elmhurst rd <u>Lower Traffic Option</u> <ul style="list-style-type: none"> Higgins rd., west of Busse rd., becomes a very high traffic congested area. This route meets similar connection needs, along roads with lower traffic count 	<u>Limited Existing Sidewalk Connectivity</u> <ul style="list-style-type: none"> Sidewalks existing along some segments of road, but do not fully connect along the entire proposed route Planned Cook County Project will install side path on Higgins Rd, from Landmeier Rd to east Village limits
Busse Road (I-90 to South Corporate Limits)	Sidepath	<u>Major North-South Corridor</u> <ul style="list-style-type: none"> Provides access to proposed route that crosses I-90 and connects to Mount Prospect Provides north-south route through Business Park 	<u>ROW Conflicts</u> <ul style="list-style-type: none"> The construction of a Sidepath may result in conflict with existing utilities Sidewalk Gaps/ Limited Culvert Width Some areas of Busse Road do not have existing sidewalk due to limited width of culverts under Busse Rd. Adding a side path would require reconstruction/ widening of box culverts

Segment	Route Type	Route Value	Challenges
Oakton Street (Arlington Heights Rd- Busse Rd)	Sidepath	<u>Major East- West Corridor</u> <ul style="list-style-type: none"> • Will provide an east-west route on east side of Village • Part of Elk Grove- Evanston Bikeway, a regional corridor in the NWMC Multimodal Transportation Plan <u>Improves Regional Connectivity</u> <ul style="list-style-type: none"> • Connects to proposed route on Busse Rd, which crosses I-90 into Mount Prospect • Connects to proposed route along ComEd ROW/ Tonne Rd_ 	<u>Sidepath Conflicts</u> <ul style="list-style-type: none"> • Numerous residential driveways provide potential conflict points for proposed side path • Connection under I-90 • A Sidepath on Busse rd., north of Oakton St, is being installed as part of an ongoing IDOT project, but it stops south of the I-90 underpass. Further collaboration with IDOT and the Village of Mount Prospect will be needed to complete this connection <u>Things to consider:</u> <ul style="list-style-type: none"> • How to address Bike crossings at intersection of Wildwood/ Oakton--residents report bikes do not stop.
Devon Ave (Nerge Rd- Carlisle Rd)	Sidepath	<u>Major East- West Corridor</u> <ul style="list-style-type: none"> • Provides connection between east and west sides of Village across I-290 • Connection to recreational facilities • Provides access to proposed bridge to access Community Athletic Fields 	<u>Limited Existing Facilities</u> <ul style="list-style-type: none"> • The existing sidewalk is directly adjacent to the street. A multi-use path may cause potential conflicts with existing utilities and trees <u>Grade Changes</u> <ul style="list-style-type: none"> • Grade changes between road and adjacent ROW/ Properties presents engineering challenges <u>Limited Bridge Width</u> <ul style="list-style-type: none"> • Adding a side path would require reconstruction/ widening of the Devon Ave Bridge over Salt Creek

Segment	Route Type	Route Value	Challenges
Plum Grove Road (Oriole Rd to Devon Ave)	Sidepath	<u>Improves Regional Connectivity</u> <ul style="list-style-type: none"> • Provides link between bike route in Roselle and a bike route in Schaumburg • Part of Palatine Trail, a regional north-south corridor in the NWMC Multimodal Transportation Plan 	<u>Multiple Jurisdictions</u> <ul style="list-style-type: none"> • A portion of this route is located in Schaumburg • The existing bike route to the south is standard sidewalk width (four feet) <u>Things to Consider</u> <ul style="list-style-type: none"> • When implementing, consider access to Schaumburg bike facilities • Consider how residents from neighborhood east of Julie Dr access bike routes • Coordinating with surrounding communities for cyclists to access Metra station in Roselle
Tonne Road/ ComEd Right Of Way (Walnut Ln to Landmeier Rd; Landmeier Rd to Oakton Ave)	Sidepath	<u>Provides North- South route connection</u> <ul style="list-style-type: none"> • Connects proposed routes on Oakton St and Devon Ave, which provide access to both Wood Dale and Mount Prospect • Existing green space underneath ComEd power lines offers attractive space for bicycle facilities 	<u>ComEd Approval</u> <ul style="list-style-type: none"> • Constructing paths on ComEd ROW throughout this route requires the cooperation of ComEd. • This has been achieved in other communities <u>Intersection Challenges</u> <ul style="list-style-type: none"> • Ensuring visibility of route crossings at intersections along Tonne Rd is essential • There is no existing crosswalk at Landmeier Rd and Tonne Rd
Elk Grove Blvd (Ridge Ave to Tonne Rd)	On-street	Provides connectivity to planned route along Tonne Rd.	<u>Contingent on Construction of New Multi-Use Path</u> <ul style="list-style-type: none"> • Until proposed routes on Tonne Rd is implemented, this route does not provide a connection between bicycle facilities

Segment	Route Type	Route Value	Challenges
Elmhurst Road (I-90 to South Corporate Limits)	Sidepath	<u>Major North-South Corridor</u> <ul style="list-style-type: none"> Provides access to existing bicycle/ pedestrian facilities through Elmhurst/ I-90 interchange Connects to Mount Prospect & Des Plaines Provides north-south route in Business Park 	<u>ROW Conflicts</u> <ul style="list-style-type: none"> The construction of a side path may result in conflict with existing utilities <u>Limited Culvert Width</u> <ul style="list-style-type: none"> Adding a side path would require the reconstruction/ widening of box culverts under Elmhurst rd. <u>Union Pacific Rail Crossing</u> <ul style="list-style-type: none"> Side path crosses a rail spur which creates potential conflict for bicyclists <u>Things to Consider:</u> <ul style="list-style-type: none"> When constructing Elmhurst, consider Residents who live on East side of route and how they access bike route
Meacham Road (North Corporate to South Corporate Limits)	Sidepath	<u>Improves Neighborhood Connectivity</u> <ul style="list-style-type: none"> This route would provide residents in the southwest portion of the Village a way to access nearby bicycle facilities Provides connection through existing bike lane on Medina Road to a planned regional priority corridor in Elgin O'Hare Bicycle and Pedestrian plan 	<u>Limited Right-of-Way (ROW) Width</u> <ul style="list-style-type: none"> It may not be possible to fit an 8 foot wide side path along the entire corridor due to potential conflicts with existing utilities and trees <u>Grade Changes</u> <ul style="list-style-type: none"> Grade changes between the road and adjacent ROW/properties presents engineering challenges <u>Things to Consider</u> <ul style="list-style-type: none"> Coordinating with surrounding communities for cyclists to access Metra station in Medinah
Cosman Rd & Chelmsford Lane & Wellington Ave (Northampton Cir to Biesterfield Rd)	On-street	Provides more direct connection from trailhead to center of Village, and overall Village bicycle route network	Contingent on Construction of New Multi-Use Path/Route <ul style="list-style-type: none"> Until proposed routes on Biesterfield Rd and Wellington/Somerset are implemented, this route does not provide a connection between bicycle facilities

Segment	Route Type	Route Value	Challenges
Alternatives: Devon Ave/ Ridge Rd/ ComEd ROW	Sidepath (Devon, ComEd Row); On-Street (Ridge)	Provides connection between the existing route on Ridge rd. and proposed routes on Tonne Rd and Devon Ave	<ul style="list-style-type: none"> • Constructing a side path over Salt Creek requires reconstruction of Devon Ave Bridge • Approval needed from ComEd for path in ROW
Alternatives: Devon Ave/ Tonne Rd	Sidepath	<ul style="list-style-type: none"> • Provides connection between the existing route on Ridge rd. and proposed routes on Tonne Rd and Devon Ave 	<ul style="list-style-type: none"> • Constructing a side path over Salt Creek requires reconstruction of Devon Ave Bridge • Limited ROW width on Tonne rd. just north of Devon Ave to create Sidepath
Alternatives: Carlisle Ave/ Clearmont Dr	On-street	Provides connection between the existing route on Ridge rd. and proposed routes on Tonne Rd and Devon Ave	<ul style="list-style-type: none"> • Limits access to Muir Park and shopping centers along Devon Ave

Appendix 4

Public Comment Summary

Public Comment Summary			
Village Bike Route	Location	Resident Comment	Staff Input
PROPOSED - Nerge Road (Plum Grove Rd to Devon Ave)	Nerge Road, between Parker Pl and Mitchell Trail	Sidewalks are narrow and in bad shape	Public Works will inspect and perform maintenance on sidewalks as needed over this winter and upcoming spring.
	n/a	Include bike detection at signal intersections at bike routes during the design process	Bike detection signals allow bicyclists to activate signal changes for on-street routes. This proposed route is a side path, and bicyclists would cross intersections using crosswalks rather than an on-street bike detection signal.
	n/a	I support the idea of a path along the main thoroughfares.	
PROPOSED - Cosman Rd & Chelmsford Lane & Wellington Ave (Northampton Cir to Biesterfield Rd)	Chelmsford Ln (Wellington Ave/ Biesterfield rd/ Chelmsford ln)	Could you provide an alternate kid-friendly route from Northhampton Circle entrance to Busse Woods along Chelmsford Lane to the Village Center, past Chelmsford Park? There is less traffic than along Arlington Hts and connecting to parks makes for great resting or destinations for young riders.	The Village has added a proposed on-street route to the Bike Plan Route Update based on this suggestion.
PROPOSED - Biesterfield Rd & JFK Blvd & Rev Morrison Blvd (Beisner Rd to Elk Grove Blvd)	Beisterfield Rd, between Beisner and Arlington Heights Rd	Good to put a wider path on this section of Biesterfield but please please please do a better job than the path west of Rohlwing. That path gets a A for width and ease of use but a D- for smoothness. It is terrible. The old 'wide' section that been there for years is much smoother	This comment is in support of a side path on this section of Biesterfield Road, but also notes concern about the smoothness of the recent side path constructed on Biersterfield near Meacham, due to the tool joints within the concrete sidewalk.
PROPOSED - Elk Grove Blvd (Ridge Ave to Tonne Rd)	Elk Grove Blvd (Ridge/ Tonne)	Extend existing bike route - multi use trail on Elk Grove Boulevard eastward all the way to Tonne. A road bike lane from the Busse trail exit on Arlington Heights road to Tonne in each direction	Based on this suggestion, the Village has added a proposed on street route to the Bike Plan update.

Village Bike Route	Location	Resident Comment	Staff Input
EXISTING - Ridge Rd, Devon to Elk Grove Blvd	Ridge Rd/ Walnut Ln	Signage missing going northbound.	PW General Operations Division inspected this route and confirmed that all signage is in place.
PROPOSED - Devon Ave (Nerge Rd- Carlisle Rd) PROPOSED - Devon Ave (Nerge Rd- Carlisle Rd)	Devon Ave, east of Arlington Heights Rd	Love the idea that residents can reach CAF from all directions on foot or bike with this plan.	
	Devon Ave and Park Blvd Devon Ave and Park Blvd	Crossing Devon on Park between Talbots Mill and Hamilton Lakes is very unsafe, with no traffic light assistance for foot or bicycle traffic. This may be a good spot to think about connecting to bike paths in Wood Dale, going through the Hamilton Lakes property (bicycles on streets, of course; foot traffic on paths). Right now, to walk the Hamilton Lakes paths, I usually drive from my Talbots Mill home rather than trying to cross Devon without light assistance. Elk Grove residents in my area would benefit greatly from better pedestrian access to Hamilton Lakes.	Itasca will be installing a crossing along the east leg of the intersection as part of a Park Boulevard and Devon Avenue intersection improvement project in 2023.
PROPOSED - Meacham Rd (North Corporate to South Corporate Limits)	n/a	Agreed, I also like a running/bike route crossing Devon at Talbot Mill. Much harder to cross Devon at Talbot Mill than the other part of my route since no non-motorized accommodations with the bridge over I-290 just west blocking views of oncoming traffic. Push buttons and corner landing pad so we're not standing in the right turn lane while waiting would be appreciated. Love the idea of a path along the main thoroughfares.	Itasca will be installing a crossing along the east leg of the intersection as part of a Park Boulevard and Devon Avenue intersection improvement project in 2023.

Village Bike Route	Location	Resident Comment	Staff Input
<p>PROPOSED - Meacham Rd (North Corporate to South Corporate Limits)</p>	<p>Meacham Rd and Nerge Rd</p>	<p>A bridge for bikes/pedestrians would be ideal around here. Traffic and the speed of it has increased drastically since the 390 expansion.</p>	<p>This comment is requesting a pedestrian bridge over the intersection of Meacham and Nerge. A bridge is not feasible at this location. In 2020, the Village installed pedestrian push buttons, count down timers, ADA ramps, and striped crosswalks for all legs of this intersection.</p>
		<p>Will a crosswalk and Crossing light be added to the east side of this intersection?</p>	<p>In 2020, the Village installed pedestrian push buttons, countdown timers, ADA ramps, and striped crosswalks for all legs of this intersection.</p>
		<p>Coordinate with Itasca and DuPage to provide connection to Medina Metra station</p>	<p>This comment relates to a location outside the Village. Staff will consider this comment and will reach out to the Villages of Itasca and Medinah about possible coordination when planning for implementation of the southern proposed route segment.</p>
	<p>Medinah Rd, south of IL-390</p>	<p>Can we encourage Medinah to build a bike path to the Medinah Metra train station? The 390 and Meacham intersection is dangerous to cross on the road</p>	
<p>PROPOSED - Plum Grove Road (Oriole Rd to Devon Ave)</p>	<p>Plum Grove Rd and Julie Dr</p>	<p>Love this along the full length of Plum Grove, especially if it could connect to the parking lot of Schaumburg's Nature Center. Would love if it were possible to cross Plum Grove here.</p>	<p>Julie Drive dead-ends into Meacham Rd at an unsignalized intersection. There is no depressed curb on the west side of Meacham, because this is not a crosswalk, and pedestrians/cyclists would be crossing five lanes of traffic. Residents in this neighborhood do face a challenges traveling west, as they would have to travel ~1/2 mile north/south for a signalized crossing. One possibility may be adding a bike/ped crossing near the entrance to Fox Run. The Village will consider how this area can be provided better connectivity during planning/implementation of the proposed Plum Grove side path.</p>
		<p>It would be nice to have the curb cut down and up ramp installed to connect to the bike path on the Schaumburg side of Plum Grove Road across from Julie Drive. Many people come out of the Mead neighborhood to get onto the bike path on the other side of the street to continue on the bike path. Currently, the curb is so high, people have to walk or get stuck trying to get their bike up off the road.</p>	

Village Bike Route	Location	Resident Comment	Staff Input
PROPOSED - Plum Grove Road (Oriole Rd to Devon Ave)	Plum Grove Rd and Julie Dr	I would love easier crossing of plum Grove here too. Also connecting to Fox Run's new clubhouse once completed.	
		This will make it a lot easier for kids that attend Conant High School to ride their bikes to school or activities	
	Plum Grove, north of Oriole Dr and south of wise Rd	There are no sidewalks on either side for a short distance which is dangerous. The proposed route will also connect Roselle and Schaumburg paths.	This gap is existing due to the need for the reconstruction of the box culvert under Plum Grove Road. The culvert is north of Elk Grove Village limits and requires coordination with Cook County and Schaumburg. The Village will work with Schaumburg on addressing this connectivity gap during planning/implementation of the proposed Plum Grove side path.
		Yes, it is really difficult to navigate Plum Grove Rd in this area, would be great to carry it from Nerge north to Conant	
Plum Grove	Coordinate with Roselle to provide connections via plum grove rd to Roselle Metra station	The Village will reach out to Roselle about opportunities for collaboration during planning/implementation of the proposed Plum Grove side path.	
PROPOSED - Tonne Road/ComEd Right Of Way (Walnut Ln to Landmeier Rd; Landmeier Rd to Oakton Ave)	n/a	I really like this	
	n/a	Why not put a bike path down the middle of the islands that run the full length of Tonne Rd. Not on a very buzzy street where more accident could happen.	The Village is planning the bike route to go down the ComEd right-of-way in the center of Tonne road.

Village Bike Route	Location	Resident Comment	Staff Input
PROPOSED - Tonne Road/ComEd Right Of Way (Walnut Ln to Landmeier Rd; Landmeier Rd to Oakton Ave)	n/a	coordinate with surrounding communities to provide connections	As part of regional bicycle planning efforts, the Village continues to advocate for connecting this proposed path to the existing path along the ComEd right-of-way to the north.
		Cyclists rarely stop at the stop signs at Wildwood and Oakton which makes it a danger for those of us that drive and walk in the neighborhood. Also Oakton now has multiple dump trucks and semis driving west down Oakton to Arlington Heights Road. Officers sit on Wildwood and ignore them illegally driving on Oakton. The drivers make no effort to slowdown for cyclists, pedestrians or vehicles. Please do not make Oakton a bike route.	Addressing bike traffic crossing at Wildwood/Oakton is something the Village will look at during planning/implementation of Oakton side path. PD will ensure officers are working to address semi's driving illegally on Oakton.
PROPOSED - Oakton Street (Arlington Heights Rd- Busse Rd)	Oakton St and Wildwood Rd	I really appreciate the new bike path (paved sidewalk?) on the south side of Oakton. It feels a lot safer than biking on the side of the road, and it is quicker too because it goes around an intersection with stop lights. Only downside is it doesn't connect to anything on the other end yet.	The Village is working to implement the proposed Oakton side path in phases. This area was completed as part of an IDOT project, and another segment was completed as part of the development of the Elk Grove Technology Park. The Village envisions the Oakton side path will eventually run from Busse Woods to Busse Road.
	Oakton St	I use this road to get to and from work each day. There's sidewalks in a few spots so if you're biking you need to do it on the road. There's lots of traffic (cars, semis) so it's pretty dangerous. A dedicated bike path would be great.	
PROPOSED - Elmhurst Road (I-90 to South Corporate Limits)	Elmhurst Rd, south of I-90	(outside EGV) I wouldn't count these sidewalks as a bike route. If you're headed North and staying on the right side of the road, the sidewalk does not begin until halfway up the hill, right where cars are trying to get enter on the highway. Taking the sidewalks, it's four intersections instead of the two cars have to cross. It takes 5 minutes longer to this short stretch on the sidewalks than it does staying on the side of the road.	This comment is about a section of road that is outside EGV, but refers to a connectivity issue for the northern portion of the mobile home park on the east side of Elmhurst road, which does not have sidewalk connectivity to the bike/ped facilities in the Elmhurst interchange. The southern entrance to the mobile home park is near a crosswalk at Landmeier Road to crossing I-90 along Busse Rd.

Village Bike Route	Location	Resident Comment	Staff Input
EXISTING - Bike/Ped Bridge over I-290, north of Biesterfield Rd	I-290 Overpass	Fenced in bridge over the express way is in good shape and well maintained branches that are out of the way on both sides of the bridge	PW General Operations Division inspected this path and removed any vegetation encroaching on the path.
EXISTING Biesterfield Rd, Meacham to White Trail		Great on width but terrible on smoothness. The old existing wide section between Meacham and White Trail is much smoother.	Biesterfield Road is constructed with concrete that include "tool joints" typically every five five feet. The use of concrete for side paths is an intentional, aesthetic choice. Concrete does weather over time, which may be the reason why the older path appears to be smoother, but otherwise, both sections were constructed of concrete and have tooled joints.
		This surface desperately needs to be ground flat or replaced as the concrete was improperly finished and it is almost painful to ride on it. All trails need to be this width 8-10' wide as I have personally experienced near collisions several times with pedestrians on the narrow sections which were recently constructed. People walk side by side and will no leave space for bicycles even with a sounded warning until the bicycle has already taken to the grass to get around the pedestrians and then the pedestrian will then move off of the trail into the grass causing the near collision. This Biesterfield trail needs to travel along Biesterfield all of the way to Grove Jr High to link the community together, allow easy access to retail and to provide a more direct path for commuting.	Biesterfield Road is constructed with pavement that has "tool joints" or "groves". This is consistent with Village routes. The sidewalk is widened to the limit for pedestrians and cyclists.
All/General		Village needs more bike route signage for proposed and existing routes	

Village Bike Route	Location	Resident Comment	Staff Input
None.	Touhy Ave (Landmeier, Higgins, Touhy)	Coordinate with desplaines and CC Department of transportation to have plans to improve touhy	As part of larger Cook County/ Tollway project, a multi-user path will be constructed at this intersection. This project is anticipated to begin in 2022 with completion in late 2023. The project limits are Landmeier Rd to the west, 1000' north of Touhy Ave/ Higgins Rd and Elmhurst Rd intersection, Mount Prospect Rd to the east, and Greenleaf Ave to the south.
None.	Martingale Rd, north of Village limits	Yes need a bike path along this route as no sidewalks and street is too busy to ride in.	This comment relates to a location outside the Village.
None.	Park Blvd and Martha St	Park and Martha do not connect. It is chained off, with no good foot or bicycle path. Please provide a through-way here for foot and bicycle traffic. Then, create a way to get that foot and bicycle traffic safely to the light at Beisner and Biesterfield to gain Busse Woods access (I'll post another comment there).	The Village will work with the Township this winter to extend the existing sidewalk to provide pedestrian and cyclist access to Martha.
None.	I-290, between Biesterfield and Devon	A bicycle trail and bridge is needed in this area to connect Talbots Mill/Martha/Park Boulevard to Huntington Chase over I-290 near the west water tower. This would link the community together and provide a safe route and more opportunity for the apartment dwellers west of I-290 as well as Talbots Mill residents significantly more opportunities to connect to other regional bicycle trails. Please apply for federal and state funding now while as there will shortly be billions of dollars in grants available for bicycle bridges from the Federal Government.	This comment is requesting a bicycle/pedestrian bridge over I-290 halfway between Biesterfield and Devon. This would be cost prohibitive, and the Village is working to improve general pedestrian connectivity over I-290 at both Biesterfield and Devon.

Village Bike Route	Location	Resident Comment	Staff Input
None.	ROW behind homes on west side of Cheltenham	A new bicycle trail running south from Alexian on the public right of way that parallels Cheltenham(on the west) would be awesome and then connect to Devon and the Hamilton Lakes trail system in Itasca. This would also solve others complaints that parking lots are unacceptable for bicycle trails and could also connect to Talbots Mill west side via Martha/Lincoln to Park Boulevard.	This comment is requesting a path be constructed on the existing right-of-way behind the Cheltenham homes. The Village is currently in the process of vacating this ROW, which runs right behind residential homes. Cyclists and pedestrians can connect to Beisner by going up Lincoln St to Martha St to existing sidewalk on the south side of Biesterfield.
None.	Area north of 1021 Lincoln St	Bicycle and foot traffic must cut through parking lots and over grassy areas to get to the light at Beisner and Biesterfield for Busse Woods access. Please create a safe through way for foot and bicycle traffic in this area, connecting Martha/Lincoln to Beisner.	This comment is requesting a path connecting Martha/ Lincoln to Beisner. The grassy area described is private property. Additionally, there is a Township right-of-way just north of 1021 Lincon St which serves as a detention basin. Cyclists and pedestrians can connect to Beisner by going up Lincoln St to Martha St to existing sidewalk on the south side of Biesterfield.
None.	Plum Grove Rd (Plum Grove/ Wise rd)	I would like to see a path along Wise all the way to the Plum Grove intersection.	The ROW width on Wise Rd near Plum Grove is entirely used by roadway--there is no space to put in any sidewalk or side path facilities in this area.
None.	Landmeier Rd	Considering comments opposing proposed bike path on Oakton, would Landmeier Road be a viable alternative?	The proposed east-west side path on Oakton was determined as preferable a route along Landmeier because Oakton has fewer conflicts with residential driveways, and also provides a more direct connection to the proposed underpass at Busse and I-90.

Village Bike Route	Location	Resident Comment	Staff Input
None.	Clearmont Drive and Salt Creek	This trail and new bicycle bridge over the Salt Creek need to intersect to a new North/South trail directly adjacent to Salt Creek which would be the true "Salt Creek Greenway Trail" This trail would be a major asset to the community allowing a true scenic and purposeful bicycle ride both for our neighborhood riders as well as regional riders that will want to ride to and from the Busse Woods trail system to the DuPage County forest preserve part of the Salt Creek Greenway trail which would then extend south of Devon along the Salt Creek. Please work with Itasca and the Cook County Forest Preserve and the Elk Grove Park District and CC 211 to secure the right of way and make this happen. The current street trail system designed to make this connection is unacceptable when we have this asset of the Salt Creek to be utilized along with the current public land along the entire area of the Salt Creek Greenway (directly adjacent to Salt Creek) route.	The segment of the Salt Creek Greenway Trail in EGV is an on-street route which starts at Devon Ave and runs along Ridge and Elk Grove Boulevard to connect to Busse Woods. This comment is advocating for changing the route by constructing a multi-use trail along Salt Creek.
None.	Elk Grove Blvd/ Arlington Heights Rd	Six homes north of Elk Grove Blvd. on Arl. Hts. Rd. There is a green corridor that runs from AH road all the way to RT. 83.. Propose a gravel multi-use trail to run entire length. This space is open due to natural gas and water lines underneath. Gravel would not be an issue for the pipeline as excavators can go through gravel as easily as turf if needed.	This natural gas easement is located in the backyard of numerous single-family homes. Additionally, with a proposed east-west route along Oakton and Elk Grove Boulevard, we do not believe this area would provide much additional connectivity for residents.
None.	David ln/ Cass ln/ Parker pl	A new neighborhood bicycle trail circling inside Johnson Park connecting the 3 different subdivisions which have no direct street access currently. This trail is desperately needed as the narrow sidewalk is now acting as a dual use trail and is super dangerous. The trail would connect Cass Lane, Mitchel Trail/Court, Parker Place, and Nerge/Grissom. Then the new trail would then head south across Nerge(at Grissom) to Mather Park and go though this park and exit Armstrong lane.	This comment is primarily advocating for a wider trail within Johnson Park, which is Park District property. Village staff has shared this comment with the Elk Grove Park District. Village staff does not support the proposed mid-block crossing at the curve of Nerge Rd at Grissom Trail

Village Bike Route	Location	Resident Comment	Staff Input
None.	Arlington Heights Rd	Coordinate with the Village of Arlington Heights and Cook County Department of Transportation to provide safe crossing from EGV to Arlington Heights.	The Village will reach out to the Village of Arlington Heights to explore opportunities to coordinate when planning for future bike routes.
None.	Arlington Heights Rd/ Clearmont Dr	It would be nice to have a safe way to cross Arlington heights road to Clearmont. I frequently cross this with my kids on bikes/ with strollers on our way to the creek bridge. It can be nerve-wracking. A simple pedestrian crossing would be very helpful. However, from my experience, cars don't often stop for pedestrians in crosswalks:(As part of the Arlington Heights Road Improvement Project, the Village will be installing a marked and signed pedestrian crossing with a center refuge island. This crossing will be between Parkchester Rd and Clearmont Ave. Construction is anticipated to begin in the spring of 2022
None.	Biesterfield Rd, White Tr to Beisner	Is there any particular reason Biesterfield Road between White Trail and Beisner Road is not earmarked as a designated bike path? Bicyclists are already using this route. bike route/ infrastructure connecting beisner to white trail along biesterfield without relying on forest preserve crossing over 53 and 290	The Village is working on improvements to the Biestefield Rd bridge over I-290 that will include a protected sidewalk on the north side of the bridge. Bicyclists will be able to use the sidewalk, however, due to limitations on the width of the bridge deck, it will not be possible to designate this as a bike route.
None.	Meacham Rd/ California st	Signed bike route crosses Meacham here. This is an unprotected intersection. Suggest Pedestrian/Cyclist activated crossing lights	This is no longer a Village bike route, and route signs have been adjusted to direct cyclists to use the new side path with signalized crossing at Biesterfield and Meacham.

Village Bike Route	Location	Resident Comment	Staff Input
None.	Elmhurst Rd, south of I-90	(outside EGV) I wouldn't count these sidewalks as a bike route. If you're headed North and staying on the right side of the road, the sidewalk does not begin until halfway up the hill, right where cars are trying to enter on the highway. Taking the sidewalks, it's four intersections instead of the two cars have to cross. It takes 5 minutes longer to this short stretch on the sidewalks than it does staying on the side of the road.	This comment is about a section of road that is outside EGV, but refers to a connectivity issue for the northern portion of the mobile home park on the east side of Elmhurst road, which does not have sidewalk connectivity to the bike/ped facilities in the Elmhurst interchange. The southern entrance to the mobile home park is near a crosswalk at Landmeier Road to crossing I-90 along Busse Rd.
None.	Busse Woods	It would be great to see the red trail loop around to reconnect with the purple trail	These comments are related to Forest Preserve trails.
None.		Grooming would work for winter	
None.		Since Busse woods is closed at night, the only legal route to the other route is 72 which is basically an unlit highway. Cyclists should be allowed to use paths on Busse Woods 24/7	
None.		It would be helpful to patch those horrible cracks in the Busse pass south from Arlington Heights Rd (Bridge). Cracks are so bad that you can damage your wheel across them	
None.		Stress cracks in the path are very bad, they should be filled	This comment is related to Forest Preserve trails. Village staff has passed this maintenance concern on to the FPDCC.