Public Transportation System Plan
Final Report

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Prepared for: The Village of Mount Prospect

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I. EXECUTIVE SUMMARY

A. Project Approach

The *Public Transportation System Plan* was initiated under the Regional Transportation Authority's (RTA) Community Planning Program. The goals of the Community Planning Program are to increase transit usage and multimodal connectivity, improve access and circulation in and around transit facilities, promote pedestrian and transit friendly environments and develop local transit options. In addition to addressing each of these goals, the *Plan* also includes a station area plan for the Metra Suburban Transit Access Route (STAR) Line Station proposed near Busse Road and Interstate 90 (I-90).

The *Plan* was directed by a Steering Committee consisting of Village staff and representatives from the RTA, Metra and Pace. The public was also invited to participate in the planning process through two public meetings, stakeholder interviews, and an online survey. Recommendations from the public involvement process were integrated into the *Public Transportation System Plan.*

B. Planning Context

The Village is afforded several public transportation options as it is served by Metra and Pace. Metra services are provided on the Union Pacific Northwest (UP-NW) Line which operates between Chicago and Harvard, Illinois, with a branch line to McHenry, Illinois. There are 23 stations along the line including the Mount Prospect Metra Station located in downtown Mount Prospect along Northwest Highway (US Route 14). The Arlington Heights Station is the next station on the line to the northwest and the Cumberland Station is the next station on the line to the southeast. In addition to the UP-NW line, Metra also provides services along the North Central Service (NCS) line which operates between Chicago and Antioch, Illinois. The Prospect Heights Station at 55 South Wolf Road is the closest NCS station to the Village of Mount Prospect. This station is utilized by several Mount Prospect residents.

Metra's proposed STAR Line is a transit alternative to provide service to and between the outlying suburbs of Chicago. The project is currently in the Alternatives Analysis Phase of the Federal Transit Administration (FTA) New Starts Program. The commuter rail alternative would travel between Joliet and Hoffman Estates along the CN/EJ&E Railroad corridor, and then continue eastward in the median of Interstate 90 (I-90) to Rosemont. A future Mount Prospect Station is currently planned near the intersection of I-90 and Busse Road. The potential station site and associated parking facility and development location would be on the west side of Busse Road, just north of I-90 along Mount Prospect's southern border with Elk Grove Village. Due to the alignment of I-90 as it crosses over Busse Road, this location consists of a triangular shaped parcel. The study area for the station area plan included in this *Plan* is a half mile radius circle surrounding the proposed station site. Land use changes are only proposed for areas within the village limits or in the unincorporated area along Oakton Street.

Pace operates nine bus routes in various areas of Mount Prospect, connecting Mount Prospect to a larger regional system. Chapter IV provides a description of each of the routes. In addition, Pace serves the Village with paratransit services, vanpooling services and dial-a-ride services.

Bikeway linkages to the existing and proposed transit services were examined as part of the Plan. There are 30 miles of existing on-street designated bike routes within the Village. Most of these bike routes provide a path of travel within residential areas along streets with lower volumes of traffic. The bike routes serve schools, parks,

the Mount Prospect Metra Station and commercial areas. Bike signs are posted in the parkways along most of the designated bike routes, but streets do not have pavement markings to indicate a designated bikeway.

C. Key Issues

The purpose of the *Public Transportation Plan* was to determine the key issues associated with the current transit services and make recommendations for an improved multi-modal system. Data collection and analysis including "Journey to Work" data, census data, transit data available from Metra and Pace, input from citizens and Steering Committee members, field observations, and comparison of industry standard methodologies with existing services were all critical methods in the determination of key issues. With this information, several findings emerged:

Service Gaps: Off peak service (i.e. non-rush hour and weekend service) on both Pace and Metra service in the Village have been identified as having service gaps. Of the nine Pace bus routes providing weekday service in Mount Prospect, only four provide service on Saturday, and only three provide service on Sunday. On weekdays, Metra does not provide service on the Union Pacific Northwest Line in the inbound direction between 6:37 p.m. and 8:37 p.m. and outbound leaving Chicago from between 9:37 p.m. and 12:49 a.m. On Saturdays, the UP-NW Line operates every hour for AM inbound and PM outbound trips, but every other hour for AM outbound and PM inbound trips. On Sundays, service operates every two hours. The Metra NCS does not provide weekend service.

Demand for continuous north-south bus service: Areas in South Mount Prospect and adjacent employment centers in Elk Grove do not have public transportation services connecting the area to services in downtown Mount Prospect or north Mount Prospect.

Better connections to key destinations in town as well as outside the Village: Based on discussions with stakeholders and the public, a demand exists to improve transit connectivity to Northwest Community Hospital, the Kensington Business Center, O'Hare Airport and key shopping destinations including Randhurst Shopping Center and Wal-Mart.

Multi-modal access to bus and train services by enhancing pedestrian and bikeway connections: The Village has a designated bikeway plan in place; however, an expansion to this plan to increase the number of marked bikeways leading to transit facilities is appropriate. Additionally, better pedestrian connections to bus stops and the two Metra Stations by enhancing sidewalk connections and bus stop amenities is appropriate.

Marketing and outreach are essential to promote transit services: Providing information to the public about the public transportation services available is essential. Many of the public and stakeholder representatives were not aware of the existing transit services in town, which highlights the need to continuously market existing and new services.

Create a land use plan to address and support the proposed STAR Line Station area: A land use plan to serve the proposed Metra Station should support transit oriented development goals and enhance the station area.

D. Transportation Plan

The *Plan* recommendations include a variety of bus, rail, and bikeway improvements. The following is a summary of these recommendations. The Pace recommendations were ranked based on several factors and are placed in order of priority.

PACE RECOMMENDATIONS

First priority:

- Route 226 Oakton - Add one additional trip at the end of the day for later service

- Route 234 Wheeling-Des Plaines – Restructure Route 234 so that it provides a continuous north-south route between the northern boundary of Mount Prospect, and the Algonquin/Busse intersection, to be extended to the STAR Line Station when it is opened

- Route 209 Busse- Restructure Route 209 as part of the Route 234 restructuring. Route 209 will need to be extended from Des Plaines to Mount Prospect along Northwest Highway in order to pick up this leg of the existing Route 234, once Route 234 is restructured.

Second priority:

- North Mount Prospect Call and Ride – Add a new service to serve north Mount Prospect. A call and ride service is a curb-to curb service that allows passengers to travel anywhere within a designated area. Service would be provided to the Mount Prospect and Prospect Heights Metra Stations and to Kensington Business Center.

- Route 694 Central Road- Add flexible midday service to serve Northwest Community Hospital

- Route 208 Golf Road- Restore to 20 minute service from existing 30 minute service to attract more riders

Third priority:

- Service to O'Hare International Airport – This route would begin at the Mount Prospect Metra Station and provide direct service to the O'Hare Airport Transit System Kiss N-Fly Station. This route would operate via Main Street/Elmhurst Road via I-90 to the airport.

METRA RECOMMENDATIONS

- More off-peak service on the UP-NW Line - Based on the input received during the data collection efforts, additional off peak service during the midday and evenings is recommended. Metra is currently working on an FTA New Starts project to improve and expand service on the UP-NW Line which will provide the demanded services of this recommendation.

- Add weekend service on the NCS: The NCS is operated by Metra under a trackage rights agreement with the Canadian National (CN) Railway. The current agreement does not allow weekend commuter service. However, future weekend service is conceivable on the NCS if the CN is able to accommodate Metra trains with their busy freight operations and Metra finds adequate ridership demand and operating funding for the additional service.

PEDESTRIAN AND BIKEWAY RECOMMENDATIONS

- Expand bikeway network - Improved bikeway linkages to access existing and proposed transit services are recommended. The bikeway plan increases the amount of on-street bikeway treatments throughout the Village. It also makes recommendations on the location of additional bike racks along Pace bus routes so that passengers can change from one mode of transportation to the other.

FACILITY RECOMMENDATIONS

- Add additional passenger shelters and other accommodations- Additional bus shelters and more pedestrian amenities including information kiosks and drinking fountains are recommended in various locations so a more comfortable transit experience is created for the user.

- Establishing three transit hubs- Established transit hubs can enhance the ease in transferring between different modes. Three transit hubs are recommended: Randhurst Mall, Mount Prospect Metra Station and at the proposed STAR Line Station (interim location at Algonquin//Dempster/Busse). These hubs would need minimal capital improvements including passenger shelters, information kiosks, bike racks, and signage.

OUTREACH AND MARKETING RECOMMENDATIONS

- Develop an outreach and marketing plan- Marketing and outreach are critical elements for transit services. The goals of a well developed marketing strategy are to increase the visibility and awareness of the different types of public transportation available and to attract and increase ridership. When implementing the proposed services, the Village should play an active role in marketing and to partner with Pace and Metra's marketing departments for additional assistance. The *Plan* provides specific action items that the Village should do to market both new and existing services.

E. STAR Line Station Area Concept

A station area concept plan was prepared for the ½ mile radius around the proposed STAR Line station at I-90 and Busse Road. Land uses that are more pedestrian friendly and support transit are most appropriate around transit stations as they encourage easier access to the transit center and increase ridership. Transit oriented land uses typically include residential, commercial, office and mixed use.

The Station Area Concept Plan is presented in Figure 12 in Chapter IX. The Station Area Plan illustrates conceptual layouts that highlight how the potential transit center and nearby underdeveloped properties might be improved and developed. Figure 13 provides the Access and Circulation Plan based on the Concept Plan. Implementation recommendations for the Concept Plan are detailed in Chapter IX and include outreach to existing property owners and businesses in the station area, examining the zoning, improving the roadway conditions in the area and completing a local roadway network, and preparing a capital improvement plan that would detail infrastructure needs and identify funding sources.

F. Costs and Funding

Both operating and capital costs are involved with new transit services. Operating costs are the day-to-day expenses associated with providing service and include labor costs, fuel, and regular maintenance. Typically these costs are funded through revenue that is collected as fares and subsidized by funds collected through the RTA sales tax. Capital costs are onetime costs of constructing facilities and purchasing vehicles. They are

typically provided through Federal grants (up to 80%) and matched by non-federal sources. Although funding is limited for both capital and operating costs, the Village is encouraged to proactively work with the transit agencies, prioritize funding needs, and identify creative sources of local financing to make this *Plan* a reality.

The table on the following page shows the recommended transportation improvement characteristics of the *Public Transportation System Plan.* The table summarizes the recommended improvements, operating costs, capital investment requirements, estimated ridership, and goals of improvement.

G. Implementation

The goal of this study is to establish a seamless and coordinated multi-modal transit system in the Village of Mount Prospect. In order to enhance the coordination of implementation, it is recommended that the Village take the following general steps in the short term, mid-term, and long term. "Short term" is considered within one year after the *Plan* is adopted, "midterm" is considered within three to five years of after the *Plan* is adopted, and "long term" is considered beyond five years.

Short Term Recommendations:

- *Establish an Implementation Task Force*: This task force should meet on a regular basis to set policy, provide direction, and secure funding.
- *Secure operating funds for implementation of new services*: Funding sources and application deadlines should be researched.
- *Support a State capital bill which is needed for major transit capital improvement*: This bill is needed to support initiatives such as the upgrades to the UP-NW service and the STAR Line.
- *Enhance pedestrian amenities to encourage transit use*: Install more passenger shelters at bus stops, monitor the condition of bus stops, and install new bike racks at recommended locations. Coordinate with the private shelter company (IC and SC) and Pace to verify appropriate locations of additional shelters and work with public works staff to monitor stop conditions.
- *Initiate a marketing program to target potential transit riders*: Work with Metra and Pace marketing departments to develop a marketing message as one of the first steps in a marketing program.
- *Begin the implementation of the STAR Line Station Area Plan*: Outreach to property owners and businesses in the station area to gain input and acceptance of the Plan.

Mid Term Recommendations:

- *Implement the bikeway plan*: Secure funding for additional signage, on-street treatments, and amenities such as installing new kiosks with information maps.
- *Implement the transit service recommendations*; As funding becomes available, implement services in order of priority.
- *Continue to implement STAR Line Station Area Plan:* Seek funding sources for capital improvements to encourage redevelopment and investment surrounding the transit station.

Long Term Recommendations

- *Complete implementation of transit service recommendations*: As funding becomes available, complete transit improvements that have not yet been implemented
- *Complete implementation of STAR Line Station Area Plan*: Dependent on when the STAR Line is implemented, complete the land use and infrastructure recommendations.

More detailed information is presented in the Implementation Matrix in Chapter X.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT CHARACTERISTICS

Recommended Improvement	Estimated Annual Operating Cost	Capital Investment Requirements	Estimated Ridership	Goal of Improvement
PACE IMPROVEMENTS				
Route 208 Golf Road	$1,300,000/year additional	4 full size buses	390 additional weekday riders 99,450 additional annual riders	Restore to 20 minute service from 30 minute service
Route 226 Oakton Street	$62,000/year additional	Will utilize existing buses	55 additional weekday riders 14,025 additional annual riders	Add one additional trip at the end of the day for later service
Route 694 Central Road	$163,000/year	1 paratransit type vehicle	65 additional weekday riders 16,575 additional annual riders	Add flexible midday service to serve Northwest Community Hospital
Route 234 Wheeling Des Plaines	$58,000/year additional	3 full size buses	140 additional weekday riders 35,700 additional annual riders	Provide a route north to south through the Village by restructuring existing Route 234
Route 209 Busse	$230,000/year	3 full size buses	95 additional weekday riders 24,225 additional annual riders	Restructure necessary based on changes to Route 234
North MP Call and Ride	$280,000/year	1 paratransit type vehicle	40-65 weekday riders 16,575 annual riders	Provide flexible service on the north side of the tracks
Service to O'Hare Airport	$1,000,000/year	3 over-the-road style buses	150 weekday riders 38,250 annual riders	Direct service to O'Hare Airport from Metra Mount Prospect Station
HUB Improvements	n/a	Bus shelters, signage, sidewalks	n/a	Provide a multi-modal transfer point at three locations: Randhurst Mall, Mount Prospect Metra Station and proposed STAR Line Station
Pedestrian Amenities	n/a	Bus shelters, bike racks, sidewalks	n/a	Improved pedestrian amenities
METRA IMPROVEMENTS				
Add weekend service on NCS	Unknown	unknown	Unknown	Weekend service
Implement new midday service and other service upgrades on UP-NW Line	Unknown	unknown	Unknown	More frequent service
Implement the STAR Line and the Station Area Plan	Unknown	unknown	Unknown	New suburb to suburb transportation Acceptable land use changes in the station area
BIKEWAY IMPROVEMENTS				
Implement new on-street bikeways	n/a	unknown	n/a	Designated bikeways leading to transit services

II. INTRODUCTION

A. Project Initiation

The Village of Mount Prospect received funding through the Regional Transportation Authority's (RTA) Community Planning program (formerly known as the Regional Technical Assistance Program) in order to develop a *Public Transportation System Plan*. The goals of the Community Planning program are to increase transit usage and multimodal connectivity, improve access and circulation in and around transit facilities, promote pedestrian and transit friendly environments, and develop local transit options. In addition to addressing each of these goals, the *Plan* includes a station area plan for the Metra Suburban Transit Access Route (STAR) Line Station proposed near Busse Road and Interstate 90 (I-90).

The *Public Transportation System Plan* addresses the entire Village, which covers an area of approximately ten square miles and is located 22 miles northwest of downtown Chicago. The study was directed by a Steering Committee that consisted of Village staff and representatives from the RTA, Metra, and Pace the public was also invited to participate in the planning process through two public meetings, stakeholder interviews, and an online survey. The first public meeting, the Vision Workshop, was held on June 23, 2008 at the Mount Prospect Public Library. At this meeting, the attendees reviewed existing conditions and provided input for transit improvements. At a second public meeting on January 21, 2009, the attendees reviewed and critiqued recommended transit improvements and the proposed STAR Line Station Area Plan alternatives. Information from both of these meetings is provided in the *Appendix.* Recommendations from the public involvement process were integrated into the *Plan.*

Three interim reports were prepared as part of the overall *Public Transportation System Plan:* the *Existing Conditions Report,* the *Plan Report,* and the *Implementation Report.* The majority of information that was within those reports compose this *Plan* document and *Appendix*.

B. Project Objectives

The overall goal of the *Plan* is for a balanced public transportation system which provides for safe and efficient movement of vehicles and pedestrians, supports surrounding land development and enhances regional transportation facilities.

The following project objectives were identified by the Village:

- Assess current transit services (rail and bus) and multi-modal (vehicular, bicycle and pedestrian) access to transit services and facilities
- Assess strategies to encourage full utilization of these transit services and multi-modal access to and circulation within the associated transit facilities
- Improve transportation linkages among Village destinations and Metra commuter rail and Pace services
- Develop a transit-oriented development and access improvement plan for the proposed STAR Line station area
- Provide actionable implementation strategies for both Village-wide transit enhancements and transit-oriented development opportunities for the proposed STAR Line and identify potential funding sources

III. COMMUNITY PROFILE

A. Background

The Village was incorporated in 1917 after it was originally established as a farming enclave soon after the Great Chicago Fire. It is located within Cook County. Since 1950, the Village has grown from a small residential community of approximately 4,000 people in a somewhat rural setting, to an established and diversified community with an estimated current population of 56,706.

The Village is mostly comprised of single family residential homes with significant pockets of commercial and industrial employment areas. Mount Prospect's downtown is located along both the north and south sides of Northwest Highway, centered at Illinois Route 83. The downtown is in the midst of significant transformation. Recent development has included a new Village Hall, an expanded public library, a municipal parking structure, over 500 condominium units and 40,000 square feet of new retail.

B. Demographic Profile

In 2000, the US Census reported that there were 56,706 residents in the Village. This was only a 1% increase in population since 1980. Given the fact that community is fully built out, a significant change in population in the future is not expected. The median age of residents is 37.2 years. The community is mainly Caucasian (81%) with the second highest category Asian (11%). Hispanics of any race compose approximately 12% of the population.

In 2000, there were 21,648 households in the Village with an average household size of 2.61 which is slightly lower than Cook County's average household size of 2.68. The majority (72%) are owner-occupied units. The average household income is $84,506 (2007). The average sales price of a single family home is $392,269 (2007).

Eighty-six percent (86%) of the residents have at least a high school education. A little over one-third (1/3) of total residents have a bachelor's degree or higher.

C. Land Use Characteristics

1. Residential

Single Family residential composes the majority of the land area in the Village. Except for the southern tip of the Village, single family residential is predominant in all areas of the city. Multi- family residential, in the form of condominium buildings, apartment buildings, and townhomes, are located throughout the Village with some concentrations in the southern section of the Village near the industrial and office research areas. With the influx of new condominium development, the downtown now contains multi-family buildings, proximate to the Central Business District.

2. Commercial

Over 2.5 million square feet of retail can be found in Mount Prospect. The Village is home to 29 commercial centers. The Central Business District is located along Northwest Highway and Main Street (IL Route 83). Neighborhood commercial land uses are located along Northwest Highway between the east and western borders of the Village. In addition, pockets of neighborhood commercial can be found along main arterial roads, including Busse Road, Elmhurst Road (IL Route 83), Rand Road, Wolf Road, and River Road. Community commercial, which provides more of a regional draw, can be found in pockets along Rand Road, Golf Road, and Elmhurst Road. Included in this category is the one million square foot Randhurst Shopping

Center which is anchored by Carson Pirie Scott, Costco, Jewel-Osco, AMC Theaters, Home Depot, Borders, and Bed, Bath & Beyond. It is currently undergoing significant renovation.

3. Employment and Industrial/Office Research

Major corporations in the Village include: Metropolitan Life, General Electric Healthcare, Siemens Building Technology, Northfield Laboratories, Caremark, Cummins-Allison, a campus of ITT Technical Institute, Walgreen's Prescription Processing Center, and Bosch Tool Corporation. United Airlines Operations Center is just adjacent to the Village at Algonquin Road and Linneman Drive.

The top five employers in the Village are:

• Caremark	1400 Business Center Drive	800 employees
• Bosch Tool	1800 W.Central	576 employees
• Metropolitan Life	1660 Feehanville	445 employees
• Cummins-Allison	891 Feehanville	435 employees
• Village of Mount Prospect	50 S. Emerson	307 employees

There are four concentrations of light industrial and office research: 1)the southwest industrial corridor between Elmhurst Road and Busse Road; 2)along the south side of Northwest Highway; 3)west of Busse Road at Central Road; and 4)at the Kensington Business Park at Kensington Avenue and Wolf Road.

The industrial area in the southwest is adjacent to the location of the proposed STAR Line Station. The southwest industrial corridor is experiencing significant investment and development. There are over 650,000 square feet of new industrial and warehouse space under construction including two buildings at Opus Briarwood Development, located near Elmhurst Road and Algonquin Road, and two new buildings at Lake Center located near Elmhurst Road and Dempster Street.

The Kensington Business Center, developed in a park like setting, is home to numerous high profile corporations.

4. Community Facilities and Schools

The Village has a variety of churches, community facilities and schools. There are eight neighborhood public elementary schools, three middle schools, one public high school, one early childhood center, and six private schools, two of which are colleges. Churches are located throughout the Village. A cultural center is located along Elmhurst Road, just south of Golf Road. A map of these facilities is located in the *Appendix.*

5. Parks and Recreation

Five park districts own and maintain parks and open space within the Village. Additional information on these parks is located in the *Appendix.*

IV. EXISTING PUBLIC TRANSIT SERVICES AND BIKEWAYS

A. Metra Services

Metra services are provided on the Union Pacific Northwest Line (UP-NW) which operate between Chicago, and Harvard, Illinois with a branch line to McHenry, Illinois. There are 23 stations along the Mount Prospect Metra Station located in downtown Mount Prospect along Northwest Highway (US Route 14) at 13 E. Northwest Highway, Northwest Highway and Main Street. The Arlington Heights Station is the next station to the northwest, and the Cumberland Station is the next station to the southeast. In addition to the UP-NW Line, Metra also provides services along the Metra North Central Service (NCS). The Prospect Heights Station at 55 South Wolf Road is the closest NCS Station to the Village of Mount Prospect. This station is utilized by many Mount Prospect residents. See Figure 1.

1. Schedule

Service operates seven days a week on the UP-NW Line. Inbound weekday service is available from Mount Prospect starting at 5:23 a.m. The last train to leave downtown Chicago in the evening to get back to Mount Prospect is at 12:30 a.m. The number of inbound and outbound trains serving Mount Prospect is shown in Table 1.

	Weekday	Saturday	Sunday
Inbound	23	12	7
Outbound	26	12	8

Table 1: Number of UP Northwest Line Trips (source: Metra Office of Planning and Analysis)

On the NCS, train service only operates on weekdays. There are nine inbound trips and ten outbound trips serving the Prospect Heights Metra Station. Inbound weekday service is available from Prospect Heights starting at 6:06 a.m. The last train outbound train departs downtown at 8:30 p.m.

2. Ridership

The average daily weekday boardings (2006) on the UP-NW Line are 34,227. Table 2 shows the average weekday and weekend boardings and alightings by time of day at the Mount Prospect Metra Station:

UP-NW	WEEKDAY					SAT	SUN
	AM Peak	Midday	PM Peak	Evening	TOTAL	TOTAL	TOTAL
Boardings (Inbound)	1,219	156	87	34	1,496	208	121
Boardings (Outbound)	7	15	67	5	94	27	48
Alightings (Inbound)	57	19	7	2	85	31	13
Alightings (Outbound)	77	121	1,151	135	1,484	223	137

Table 2: UP-NW Ridership (source: 2006 Metra Boarding and Alighting Counts for weekday ridership; 1999 Metra Station Boarding and Alighting Counts for weekend ridership)

Mt. Prospect - Metra Service

The average daily boardings on the NCS are 5,338. Table 3 shows the average weekday boardings and alightings by time of day at the Prospect Heights Metra Station:

NORTH CENTRAL	WEEKDAY				
	AM Peak	Midday	PM Peak	Evening	TOTAL
Boardings (Inbound)	190	10	3	0	203
Boardings (Outbound)	2	10	28	2	42
Alightings (Inbound)	31	3	2	0	36
Alightings(Outbound)	2	16	193	19	230

Table 3: NCS Ridership (source:2006 Metra Boarding and Alighting Counts)

3. Origin-Destination Data

Metra collects data on the origins and mode of access of its passengers. Based on Metra's Fall 2006 Origin-Destination Survey, most of the passengers accessing the Mount Prospect Station live north of Dempster and south of US Route 12/Rand Road. Within the one mile "buffer" area, they appear to be evenly distributed, originating from all directions. Outside the one mile buffer area, commuters are traveling to the station from southwest Mount Prospect primarily.

Passengers accessing the Prospect Heights Station within the one mile "buffer" area are traveling mainly from east of the NCS tracks.

Additional information on origin-destinations and mode of access is provided in the *Appendix.*

4. Facilities

a. Stations

The Mount Prospect Metra Station is a well kept station facility with an enclosed seating area and ticket agent. A food vendor, Tuccio's, is located in the station and sells breakfast items during the morning rush hour from 5:00 a.m. to 9:00 a.m. The brick depot appears to be in excellent condition and is well landscaped. There is a drop off lane in front of the station. Bicycle racks are provided at the station. A Pace bus shelter is located in front of the station along Northwest Highway.

The Prospect Heights Metra Station is a new brick structure with indoor seating. There is no ticket agent so passengers purchase tickets on the train. Parking is located in front of the building. There is a drop off lane in front of the station.

b. Parking

At the Mount Prospect Station, there are five parking lots plus designated street parking with a total of 794 parking spaces, including 15 handicapped accessible spaces. These parking lots are located along the railroad right -of-way to the east and west of the station, along Prospect Avenue, along Maple Street, and at Evergreen and Willie. Five hundred seventy (570) spaces (73%) are typically utilized on a daily basis. There is a daily fee that ranges from $1.50 to $2.00 to park in these lots and monthly permits can also be purchased for some of the lots. At the station, there are 116 bicycle parking spaces.

At the Prospect Heights Station, there is one parking lot with 355 parking spaces, including 8 handicapped accessible spaces. One hundred twenty six spaces or 37% of the spaces are utilized daily. In addition, there are six motorcycle stalls with posts for locking and 12 bicycle parking spaces. There is a daily fee of $1.50 to park in this lot and monthly permits are also available.

There is additional information on the commuter parking lots in the *Appendix.*

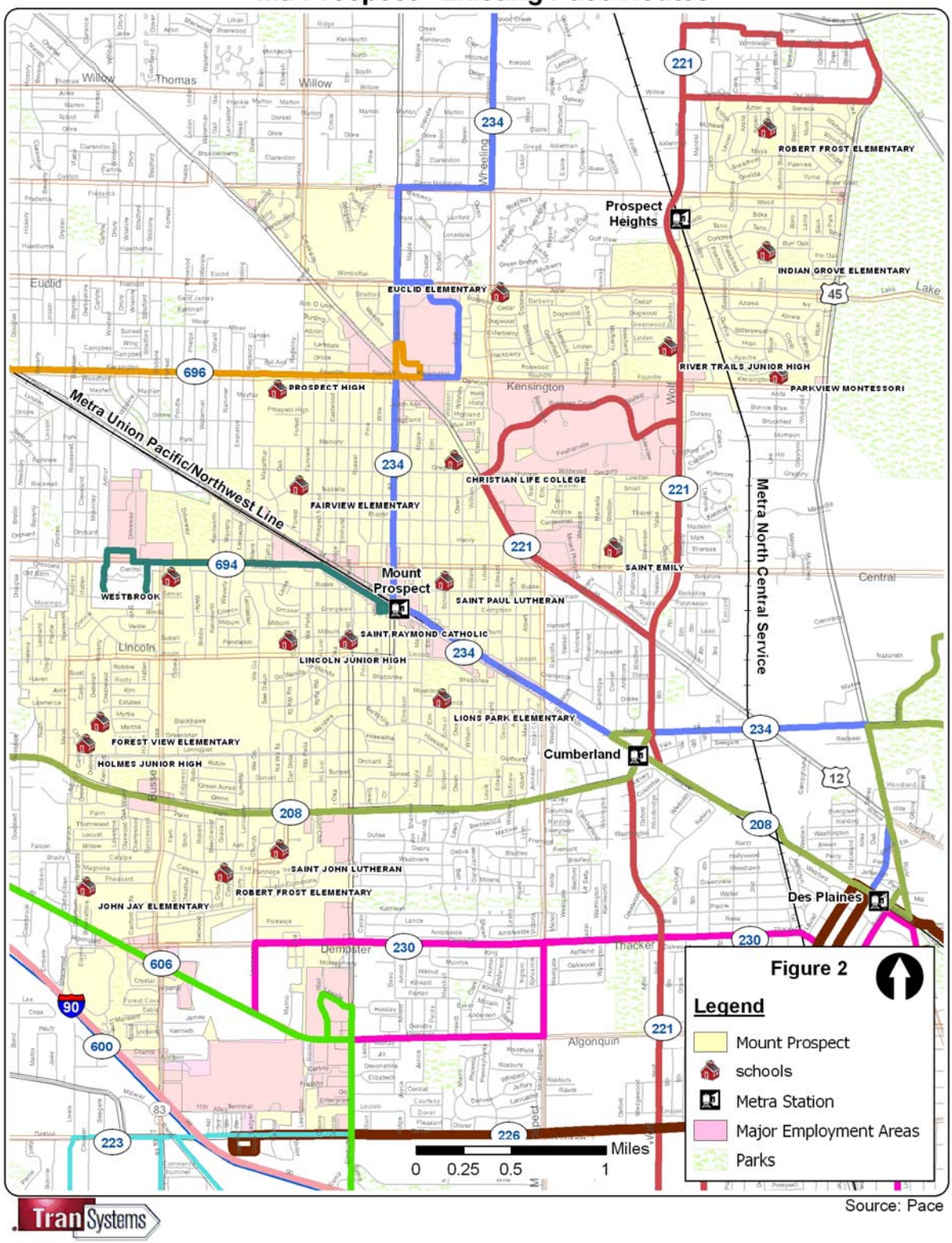
B. Pace Services

Nine Pace fixed route bus routes provide service in a variety of areas of the Village. In addition, Pace serves the Village with paratransit services, vanpooling services, and dial-a-ride services. Only the fixed route bus services are the subject of this *Plan.*

Figure 2 shows the nine Pace routes serving Mount Prospect. These routes are described below.

- *Route 208 Golf Road* – Operates daily from downtown Evanston to Pace's Northwest Transportation Center in Schaumburg
- *Route 221 Wolf Road* – Operates on weekdays between North Prospect Heights and the Rosemont CTA Blue Line Station
- *Route 223 Elk Grove* – Rosemont CTA Station – Operates daily between Elk Grove Industrial area and the Rosemont CTA Blue Line Station
- *Route 226 Oakton Street* – Operates on weekdays between the Jefferson Park CTA Blue Line Metra Station and southern Mount Prospect
- *Route 230 South Des Plaines* – Operates on weekdays between the Rosemont CTA Blue Line Station and the Des Plaines Metra Station; rush hour extension to southern Mount Prospect
- *Route 234 Wheeling Des Plaines* – Operates Monday through Saturday between Wheeling and downtown Des Plaines
- *Route 606 Northwest Limited* – Operates daily between the Rosemont CTA Station and Woodfield Corporate Center in Schaumburg
- *Route 694 Central Road – Mount. Prospect Station* – Operates on weekdays between Bosch Tools and the Mount Prospect Metra Station
- *Route 696 Woodfield – Arlington Heights – Randhurst* – Operates on weekdays between Woodfield Mall in Schaumburg and Randhurst Mall via Arlington Heights

Mt. Prospect - Existing Pace Routes



1. Hours of Operation

The hours of operations for each route serving the Village are summarized in Table 4.

	Weekday	Saturday	Sunday
Route 208	5:45am-10:45pm	5:55am-10:30pm	7:40am-9:35pm
Route 221	5:10am-7:05pm	No Service	No Service
Route 223	4:55am-1:05am	5:25am-12:30am	6:00am-11:30pm
Route 226	5:00am-6:20pm	No Service	No Service
Route 230	6:05am-7:10pm	No Service	No Service
Route 234	5:20am-6:50pm	9:00am-6:05pm	No Service
Route 606	5:10am-10:30pm	6:00am-11:30pm	6:20am-12:00am
Route 694	AM and PM Rush	No Service	No Service
Route 696	5:45am-8:15pm	No Service	No Service

Table 4: Pace Route Hours of Operations (source: Pace)

The Golf Road corridor has been identified as an Arterial Rapid Transit (ART) corridor by Pace. ART corridors will eventually have upgrades to improve public transportation along them. These upgrades may include transit signal priority and queue jump lanes to speed up the bus along the corridor. Passenger amenities such as enhanced shelters could be installed along the corridor.

2. Ridership

The average ridership for each route by type of day is shown in Table 5.

	Weekday	Saturday	Sunday
Route 208	2,165	1,472	884
Route 221	852	No Service	No Service
Route 223	1,626	351	228
Route 226	721	No Service	No Service
Route 230	440	No Service	No Service
Route 234	346	78	No Service
Route 606	1,549	797	440
Route 694	55	No Service	No Service
Route 696	302	No Service	No Service

Table 5: Average Pace Ridership (source: Pace)

Ridership for the first quarter of 2008 was compared to the first quarter of 2007 to determine if it is increasing or decreasing. Table 6 summarizes the change in ridership for the routes serving Mount Prospect.

	Weekday	Saturday	Sunday
Route 208	-2.5%	-3.7%	-3.2%
Route 221	2.1%	No Service	No Service
Route 223	-8.3%	-14.5%	-13.3%
Route 226	3.3%	No Service	No Service
Route 230	-10.8%	No Service	No Service
Route 234	-9.2%	-37.6%	No Service
Route 606	-4.9%	-1.0%	1.4%
Route 694	1.3%	No Service	No Service
Route 696	19.7%	No Service	No Service

Table 6: Change in Ridership, 2007 to 2008

While ridership on Pace service has increased overall in the region, ridership on five of the routes serving Mount Prospect has decreased. In particular, the overall performance of Route 234 is lagging behind the other routes according to Pace. Route 234 lost significant ridership when the North Central Service opened and has yet to recover. This is due to the fact that the Route 234 originally carried passengers from north Mount Prospect, Prospect Heights and Wheeling to the downtown Mount Prospect Station. Once the Prospect Heights NCS Station opened, commuters started using that station and access the station by a different mode.

Additionally, Route 208 has seen a reduction in ridership. It was part of a restructuring plan in 2005 and service frequency was reduced to every 30 minutes from every 20 minutes. The service reduction could explain a drop in ridership along that route.

3. Stop Level Data

Pace creates profiles of each of its routes showing how many people get on and get off the bus at each stop. This data is provided in the *Appendix*.

4. Facilities

For all of the routes serving Mount Prospect, Pace has established bus stops at 66 locations throughout the Village. An established bus stop will contain at least a bus stop sign but may also contain concrete pad, lighting and/or a shelter. Pace also allows flag stops along their routes. A flag stop means that the bus will stop at any intersection where it is safe to do so if someone is requesting the bus to stop – often by waving at the bus driver. Subsequently, in addition to the designated bus stops in the Village, passengers can also board any of the buses where it is safe to do so.

Typical Bus Stop Sign

The bus shelter program is administered by the Village, through a private contractor, Illinois Convenience and Safety Corporation. These shelters have advertising and generate revenue for the Village. There are shelters at 18 bus stops in the Village, including:

- Golf/Oakwood
- Golf/Elmhurst (2)
- Golf/Mount. Prospect
- Golf/Busse
- Golf/Hi-Lusi
- River/Seminole
- Northwest Highway/Mount Prospect
- Mount. Prospect Metra Station (2)
- Elmhurst/Euclid (3)
- Elmhurst/Randhurst Mall Entrance
- Euclid/Randhurst Mall Entrance
- Algonquin/Linneman
- Algonquin/United Airlines
- Elmhurst/Algonquin

Typical Bus Shelter

5. Consumer Satisfaction Index

Pace conducts a customer satisfaction survey on most of its routes. Information on this survey for routes serving Mount Prospect is located in the *Appendix.*

C. Bikeway System

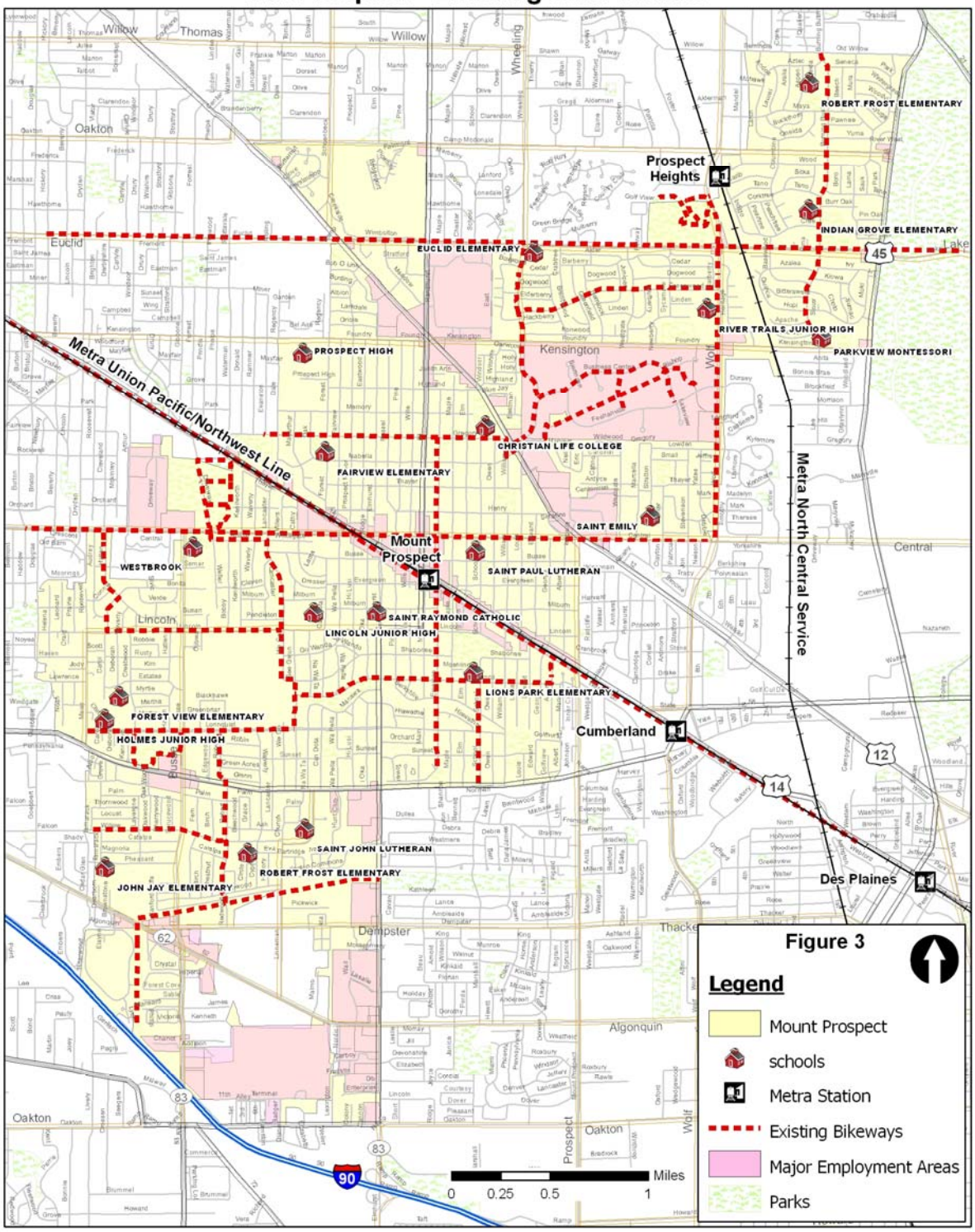
There are 30 miles of existing on-street designated bike routes within the Village as shown in Figure 3. Most of these bike routes provide a path of travel within residential areas along streets with lower volumes of traffic. The bike routes serve schools, parks, the Mount Prospect Metra Station and commercial areas. One bike route serves and travels through the Kensington Business Center. Bike signs are posted in the parkways along most of the designated bike routes. There are no on-street pavement markings.

Two of the signed bike routes provide a direct line of travel from one end of the Village to the next. One bike route is along Northwest Highway, extending from the border of the City of Des Plaines to the border of Arlington Heights. This bike route goes through Mount Prospect's Central Business District. A bike route on Wimbolton Street provides a path through the Village in an east-west direction, providing a connection to the Allison Woods Forest Preserve which borders the Village on the east.

In addition to the on-street bike routes, there are a few locations where there are off street paths. These are located along the ComEd easement in the southwest section of the Village, on the outskirts of Clearwater Park, within Melas Park, and within Woodland Trails Park.

Typical Bikeway Sign

Mt. Prospect - Existing Bike Routes



V. STAR LINE STATION AREA

A. STAR Line Service

Metra's proposed STAR Line is a transit alternative to provide service to and between the outlying suburbs of Chicago. The project is currently in the Alternatives Analysis Phase of the Federal Transit Administration's (FTA) New Starts Program. As part of the Alternatives Analysis, Metra is evaluating transit alternatives for the project based on the FTA criteria, including the cost effectiveness index. The commuter rail alternative for the proposed STAR Line would travel between Joliet and Hoffman Estates along the CN/EJ&E Railroad corridor, and then continue eastward in the median of Interstate 90 (I-90) to Rosemont. One potential station location along the STAR Line Station is at the intersection of Busse Road and I-90 within the Village of Mount Prospect. The proposed stations adjacent to the Mount Prospect Station are the Arlington Heights Station at Arlington Heights Road and I-90 and the Des Plaines Station at Elmhurst Road and I-90.

The potential station site and associated parking facility and development location, referred to as the Transit Oriented Development (TOD) site, would be on the west side of Busse Road, just north of I-90 along Mount Prospect's southern border with Elk Grove Village. Due to the alignment of I-90 as it crosses over Busse Road, this location consists of a triangular shaped parcel. The potential station site is limited to one access point off of Busse Road at this time. The study area for the station area plan is a half mile radius circle surrounding the proposed station site. Land use changes are only proposed for areas within the village limits or in the unincorporated area along Oakton Street. See Figure 4.

B. Physical Conditions

Within the study area, I-90 is elevated above its adjacent properties. There are no interchanges or access points to the Interstate within the immediate TOD study area. The closest interchanges are at Elmhurst Road to the east and Arlington Heights Road to the west. Major arterial roadways crossing through the study area include Busse Road, Oakton Street, and Higgins Road.

Busse Road has recently been resurfaced. However, landscape/streetscape enhancements that include continuous sidewalks, parkway plantings, and other streetscape features are needed to improve the corridor. Improvements to nearby Dempster and Oakton Streets are also needed to improve travel and physical conditions through the area. The physical appearance of Busse Road and the industrial properties within the study area affects the image and aesthetics of the community at its front door. In addition, Mount Prospect lacks identity at its southern border which could be improved by proper placement of gateway features or elements.

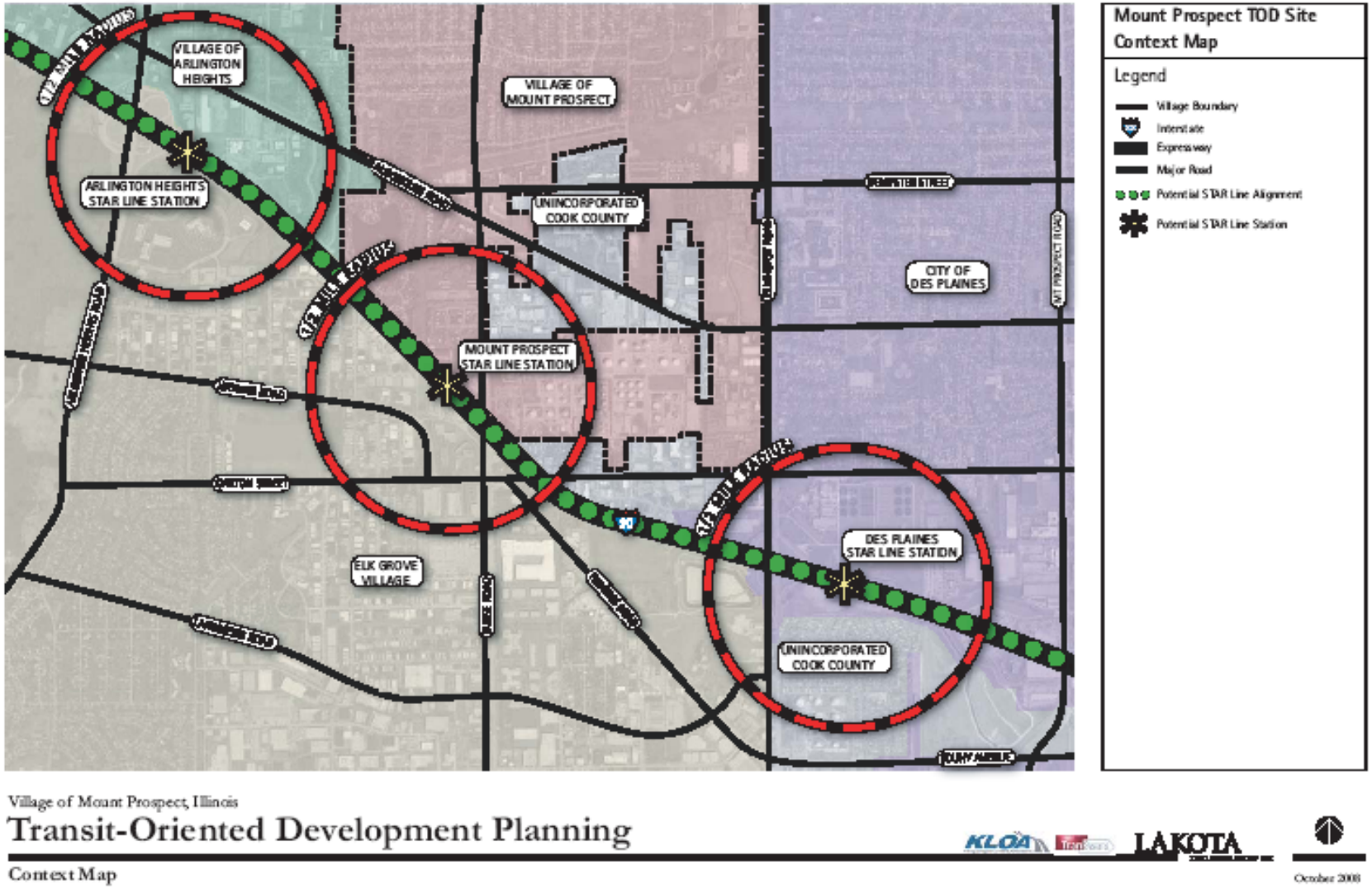

Mount Prospect TOD Site Context Map
Legend
Village Boundary
Interstate
Expressway
Major Road
Potential STAR Line Alignment
Potential STAR Line Station
VILLAGE OF ARLINGTON HEIGHTS
VILLAGE OF MOUNT PROSPECT
ARLINGTON HEIGHTS STAR LINE STATION
UNINCORPORATED COOK COUNTY
CITY OF DES PLAINES
MOUNT PROSPECT STAR LINE STATION
ELK GROVE VILLAGE
DES PLAINES STAR LINE STATION
UNINCORPORATED COOK COUNTY
Village of Mount Prospect, Illinois
Transit-Oriented Development Planning
Context Map
KLOA
LAKOTA
October 2008

Figure 4

C. Land Use

The site is a vacant industrial property surrounded by a mix of industrial, small commercial and single/multi-family residential uses. The area north of I-90 and west of Busse Road is predominately residential (see Figure 5). The properties fronting on the west side of Busse Road include two smaller industrial properties that abut large multi-family developments. An overhead utility easement runs north-south behind the multi-family developments, creating an open space buffer between single-family residential developments to the west. The utility easement is improved with trails that provide pedestrian connections between the residential developments. There is a commercial cluster at the intersection of Algonquin and Busse Roads that includes convenience retail and restaurants.

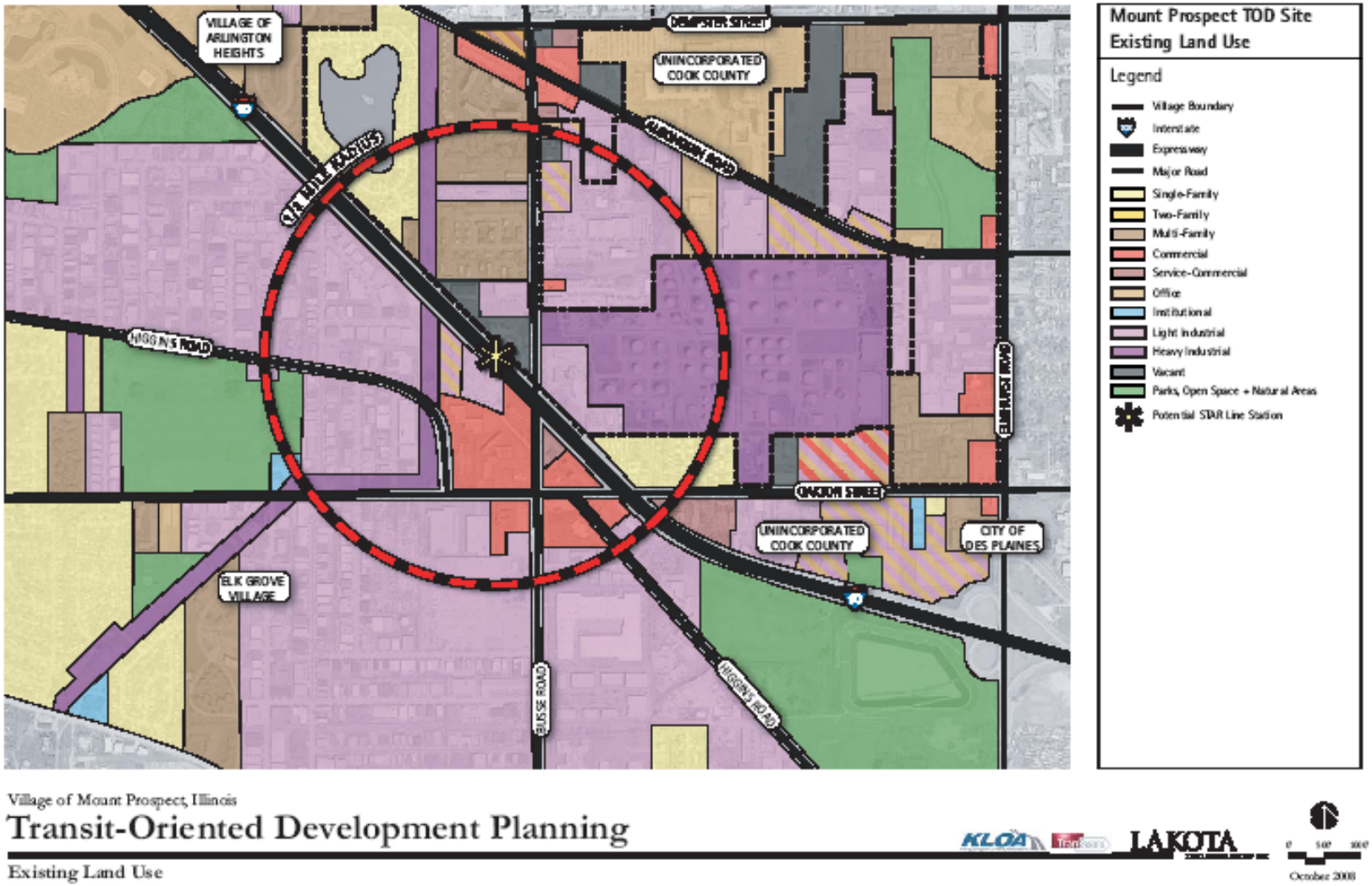
The area bounded by Busse Road, Algonquin Road, Elmhurst Road, and Oakton Street is a primarily light and heavy industrial with some residential uses. The majority of industrial properties located in this area is within unincorporated Cook County and were developed individually rather than as a planned industrial or business park. Separate driveways/curb-cuts are maintained for each of these properties. There is a mobile home park located on the north side of Oakton Street adjacent to the interstate. There are also multi-family residential properties located south of Algonquin Road halfway between Elmhurst Road and Busse Road and on the north side of Oakton Street and west of Elmhurst Road.

The area north of Algonquin Road between Elmhurst Road and Busse Road contains mostly multi-family residential uses with some vacant properties. The property along Elmhurst Road and Wall Street is currently open space, but will likely be targeted for future development. There are also some light industrial uses along Malmo Road, which is a “dead end” street located between Linneman Road and Wall Street. Commercial uses are located at the intersections of Elmhurst Road with Algonquin Road and Dempster Street in addition to the commercial cluster at Algonquin and Busse Road.

The area south of the interstate and within Elk Grove Village includes a large industrial district consisting primarily of light industrial uses. This area is the planned industrial district of Elk Grove Village. A commercial node is located at the intersections of Busse Road, Higgins Road and Oakton Street, which includes older retail shopping centers with retail and restaurant out-lots.

D. Zoning

The areas of Mount Prospect that surround the potential transit station include a mix of business, industrial, office and residential zoning districts. Figure 6 displays the zoning classifications. Zoning detail is provided in the *Appendix.*



Village of Mount Prospect, Illinois

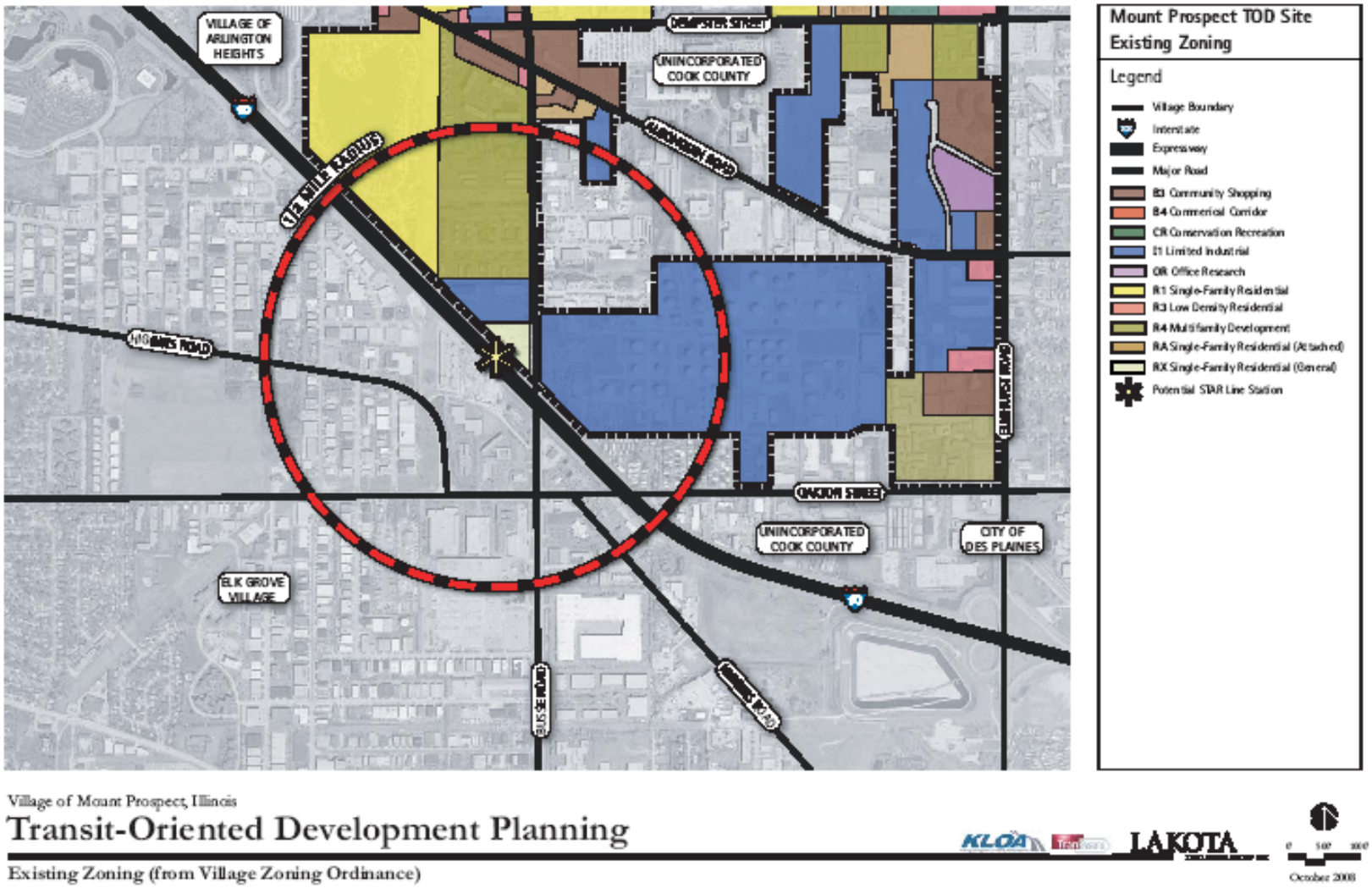
Transit-Oriented Development Planning

Existing Land Use

KLOA LAKOTA

October 2008

Figure 5



Village of Mount Prospect, Illinois

Transit-Oriented Development Planning

Existing Zoning (from Village Zoning Ordinance)

KLOA LAKOTA

October 2008

Figure 6

E. Overview of Traffic Conditions

The proposed station area site is served by an adequate roadway network with its location along Busse Road, a major arterial roadway, and in close proximity to regional routes such as Illinois 72 and Illinois 83. The adjacent roadways are components of a large and important intercommunity network, allowing for many access opportunities to the site. The Interstate system is also a significant component of this network which provides the site with I-90 (Jane Addams Memorial) accessibility. A partial I-90 interchange is located at Elmhurst Road, approximately 1 ½ miles east of the site, and can be accessed via Oakton Street. A full interchange is located at Arlington Heights Road, approximately two miles west of the site, and can be accessed via Illinois 62 (Algonquin Road).

Existing traffic conditions in the vicinity of the site were documented based on field visits in order to obtain a database within a half-mile radius of the proposed station. The *Appendix* contains a description of the physical characteristics of the area roadway system including lane usage, traffic control devices, and annual average daily traffic volumes, as well as observations of traffic operations, and roadway characteristics.

Currently, an access drive serving the proposed location of the station site is located on the west side of Busse Road approximately 270 feet north of I-90. The access drive, approximately 30 feet wide, is aligned with the access drive on the east side of the road. Busse Road provides a break in the median, as well as separate left-turn lanes, at the access drives. The nearest signalized intersection along Busse Road is located at Oakton Street, approximately 1,500 feet south of access drive. The signalized intersection of Busse Road and Algonquin Road is located more than a ½ mile north of the access drive.

Oakton Street is designated as Illinois 83 from Elmhurst Road to Busse Road. Oakton Street is generally a four-lane arterial roadway divided by a raised/mountable median and is grade separated with I-90. The roadway widens through its signalized intersections with Higgins Road and Busse Road, providing an eight-lane cross-section at Busse Road. The east and west legs of Higgins Road each form a signalized T-intersection with Oakton Street that are part of the coordinated signal system extending along Oakton Street/Higgins Road. Oakton Street is under the jurisdiction of IDOT. Average Daily Traffic (ADT) along Oakton Street is 26,500 vehicles per day at its highest location east of I -90. Further west it drops to 5,700 vehicles per day as Illinois 83 diverges and continues south with Busse Road.

Higgins Road (Illinois 72) is regionally a northwest-southeast roadway that intersects Oakton Street at two locations offset east and west of Busse Road. The east and west legs of Higgins Road form signalized T-intersections with Oakton Street. It generally provides a five-lane cross section with either a center two-way left turn or painted median. Higgins Road is under the jurisdiction of IDOT and carries approximately 30,400 vehicles per day along the corridor.

F. Development Opportunities

Key opportunities for redevelopment are in several areas within and around the study area boundary. The areas surrounding the site have the potential for consolidation and reconfiguration for office and light industrial uses. The following sub-areas describe the opportunities that may be available for the proposed STAR Line transit station and other development opportunities (see Figure 7).

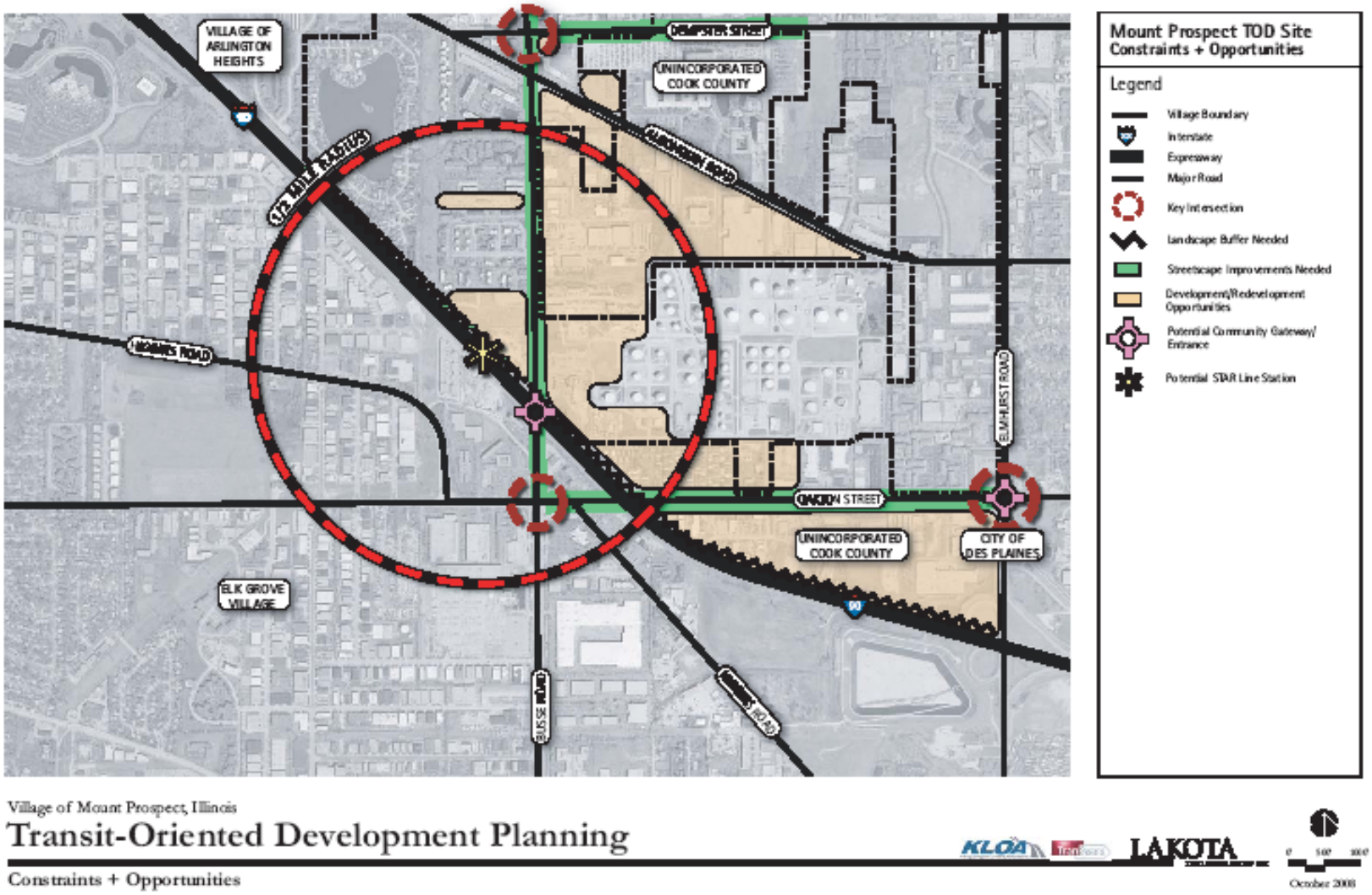

VILLAGE OF ARLINGTON HEIGHTS
DEMPSTER STREET
UNINCORPORATED COOK COUNTY
ELMHURST ROAD
GOLF ROAD
ELK GROVE VILLAGE
UNINCORPORATED COOK COUNTY
CITY OF DES PLAINES
Mount Prospect TOD Site
Constraints + Opportunities
Legend
Village Boundary
Interstate
Expressway
Major Road
Key Intersection
Landscape Buffer Needed
Streetscape Improvements Needed
Development/Redevelopment Opportunities
Potential Community Gateway/ Entrance
Potential STAR Line Station
Village of Mount Prospect, Illinois
Transit-Oriented Development Planning
Constraints + Opportunities
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Figure 7

Since the proposed station location borders Elk Grove Village, coordination between the municipalities will be necessary in regard to station area development opportunities.

The focus of the transit station site is to provide an area for a station facility, parking and a possible retail/commercial or mixed-use component. However, due to its size and configuration, the current study site is limited in the amount of redevelopment that could be possible at a larger transit oriented development. In addition to the odd configuration, limited access from I-90 to this site may restrict it to only the basic elements needed for a station facility. Access to the site and circulation within may create a difficult environment for a separate commercial property to survive. The site does have the potential for a station facility with the possibility of housing a convenience retail component that would be available mostly to commuter traffic only. The main focus of this site would be a commuter station that serves the needs of that type of facility.

The majority of the area south of Algonquin Road and east of Busse Road is a collection of outdated light to heavy industrial uses, scattered sites of commercial, and pockets of office uses that surround an active tank facility. There is also a large area of land located in unincorporated Cook County. The lack of municipal control within this area has created patterns over the years that have left it in need of reorganization. The current infrastructure has started to deteriorate and is not efficiently interconnected by road systems. This industrial zone has the potential for low density redevelopments, but would be limited due to the existing tank farm north of the interstate.

There are several vacant sites and underutilized parcels that create a redevelopment potential for the area north side of Oakton Street and east of I-90. Located along the I-90 corridor, this site has great potential for office and light industrial uses due to its high visibility to traffic. Providing jobs in close proximity to the transit station is a key feature of transit-oriented-developments, and this site would be ideal for transitioning land uses into the industrial area to the north.

VI. THE PUBLIC TRANSPORTATION PLAN

A. Needs Assessment

The first step in the *Public Transportation Plan* was to determine the market for revised, expanded or new transit services in Mount Prospect. A multi-faceted approach to understanding the market need was undertaken as follows:

- Proactive public involvement including conversations with key stakeholders, a public workshop, and meetings with the Steering Committee.
- Data collection and analysis including data collected from Pace and Metra, "Journey to Work" data from the 2000 Census, and field observations (data collection efforts have been reported in the *Existing Conditions Report).*
- Comparison of industry standard methodologies with existing services, including service productivity standards, population and employment density standards, and Pace service standards (see the *Appendix* for more information on these standards).

1. Public Input

The following transit needs or issues were identified through comments at the public meeting, results from a survey that was handed out at the public meeting, interviews with key stakeholders, and conversations with the Steering Committee:

- Connect south Mount Prospect to downtown Mount Prospect - There are retail shopping developments and large apartment complexes in the southern portion of Mount Prospect that do not have public transportation services to downtown Mount Prospect.
- Connect Mount Prospect Metra Station and the Kensington Business Center - Kensington Business Center is home to three of the top five employers in the Village. Pace Route 221 connects the Cumberland Metra Station, located in the City of Des Plaines, to Kensington Business Center only during the morning and evening rush hours. There is no service from the Mount Prospect Metra Station to the business park.
- Connect Mount Prospect to the Elk Grove Industrial Park - The Elk Grove Industrial Park, located to the south of Mount Prospect, is a large employment base for the region. Improved transit connections to this area may be appropriate.
- Provide direct service to O'Hare International Airport - The O'Hare passenger terminals are located approximately 10 miles from downtown Mount Prospect. There is no direct way to travel to the airport from Mount Prospect. In order for Mount Prospect residents to access the airport, they must first travel by Metra or Pace to the Des Plaines Metra Station and then transfer to Pace Route 250, followed by another transfer to the Automated Transportation System (ATS) (i.e. the people mover) at the airport. A second option is to ride Pace Routes 223 or 606 and then transfer to the CTA Blue Line at the Rosemont Station. A third option is to take the North Central Service to the O'Hare Transfer Metra Station and then transfer to the airport shuttle bus to access the terminal.
- Provide access to medical centers in surrounding communities and for senior citizens and those with disabilities - Based on discussions with key stakeholders, service to Northwest Community Hospital in Arlington Heights for both employees and patients may be appropriate.
- Allow for better pedestrian connections to the Prospect Heights Metra Station (NCS)- At the public meeting, residents from northwest Mount Prospect expressed a need for better pedestrian connections to the Prospect Heights Metra Station.
- Increase off-peak and weekend service on Metra and Pace bus routes - Of the nine Pace bus routes providing weekday service in Mount Prospect, only four provide service on Saturday and only three provide service on Sunday. On weekdays, there are currently gaps in Metra service at the Mount Prospect Metra Station (UP-NW) in the inbound direction between 6:37 pm and 8:37 pm and between 9:37 p.m. and 12:49 a.m. On Saturdays, the UP-NW operates every hour for AM

inbound and PM outbound trips, and every other hour for AM outbound and PM inbound trips. On Sundays, service operates every two hours.

- Provide connections to the proposed Metra STAR Line Station – The proposed Metra STAR Line Station will be located at Busse Road and I-90. Transit service to the proposed station will be required. Additional information on the station is presented in Chapter VII of this report.

2. Market Demand

Although there was no formal market analysis conducted, there is a general understanding of travel markets within Mount Prospect. People need transit to go to work, go to medical visits, and to go shopping, particularly those people who do not have a vehicle available. The average number of vehicles per household for owner-occupied housing units in Mount Prospect is 1.9. Four percent (4%) of owner occupied housing units do not have a vehicle available. Lack of vehicles increases for renter-occupied housing units in Mount Prospect. There is an average of 1.3 vehicles available per household; 11.3% of these households do not have a vehicle available.

In terms of employment, the major corporations in the Village include: Metropolitan Life, General Electric Healthcare, Siemens Building Technology, Northfield Laboratories, Caremark, Cummins-Allison, a satellite campus of ITT Technical Institute, Walgreen's Prescription Processing Center, and Bosch Tool Corporation. United Airlines Operations Center is just adjacent to the Village at Algonquin Road and Linneman Drive. Table 7 shows the top five employers and whether they are served by transit.

Employer	Address	Number of Employees	Existing Transit Service
Caremark	1400 Business Center Dr.	800	Route 221
Bosch Tool	1800 W. Central	576	Route 694 (subsidized by Bosch)
Metropolitan Life	1660 Feehanville	445	Route 221
Cummins-Allison	891 Feehanville	435	Route 221
Village of Mount Prospect	50 S. Emerson	307	Metra UP-NW, Route 234, Route 694

Table 7 – Major Employers and Transit Service

Besides the major employers, there are four concentrations of light industrial and office research: (1) the southwest industrial corridor between Elmhurst Road and Busse Road; (2) along the south side of Northwest Highway; (3) west of Busse Road at Central Road; and (4) at the Kensington Business Park at Kensington Avenue and Wolf Road. The southwest industrial corridor is not served by public transportation.

In addition to the employers noted above, a request was made to serve Northwest Community Hospital in Arlington Heights, considered to be a major employer. Also, commercial hubs including two major shopping centers in town, Randhurst Mall located at the northeast corner of Rand Road and Elmhurst Road and Mount Prospect Plaza, located at the northeast corner of Central Road and Rand Road, are important markets for transit. Tenants at the Mount Prospect Plaza include: Wal-Mart, Staples, Marshalls, Petco, Sears Appliances and other smaller retailers. Randhurst Mall is anchored by Carson Pirie Scott, Costco, Jewel-Osco, AMC Theaters, Home Depot, Borders, and Bed, Bath & Beyond.

3. Journey to Work Data

2000 Census "Journey to Work" data is presented in Figure 8. "Journey to Work" data records a person's beginning and ending destinations (i.e. their home address and their work address). For purposes of this analysis, only "Journey to Work" data from census tracts within Mount Prospect and in the communities immediately adjacent to Mount Prospect were mapped. This is because these travel patterns, which can be addressed by fixed route bus service, are the focus of this study.

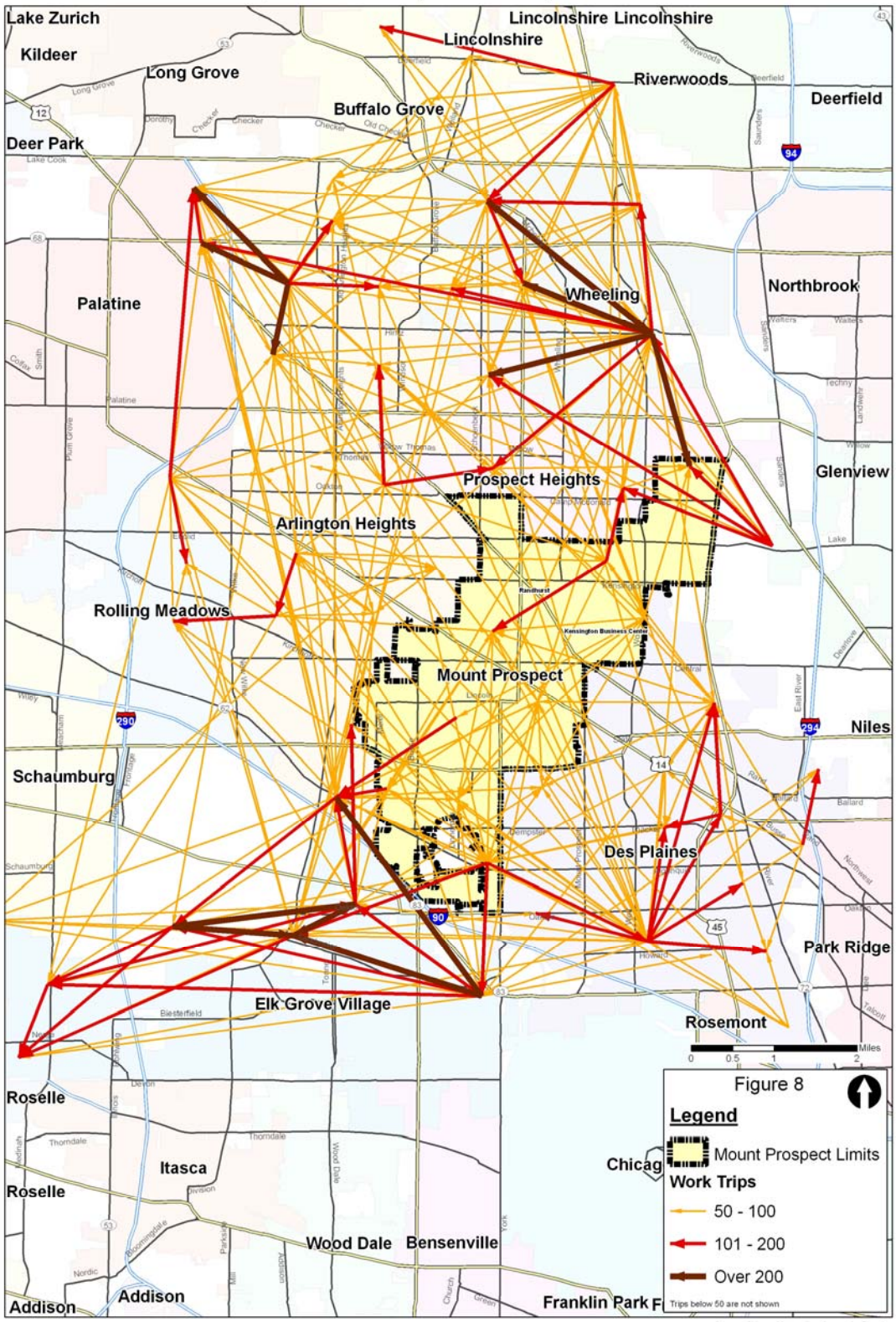
"Journey to Work" trips were grouped in three categories: 50 to 100 trips; 101 to 200 trips, and 201 to 365 trips (365 trips was the highest number of trips made in any census tract). "Journey to Work" trips in the 101-200 trip category originating within Mount Prospect begin in northeast Mount Prospect and travel to work destinations in the census tract that contains the Bosch Tools Company and surrounding businesses. This travel market is not currently served by fixed route service; therefore, a new service is proposed to accommodate this travel. Other significant trips are going from a residential area south and west of the town, to south Arlington Heights/north Elk Grove Village as well as from a residential area (possibly the Colony apartment complex) to three locations: Elk Grove Village, southern Arlington Heights, and Des Plaines. Other trips shown in the 50 to 100 trip category are scattered throughout the Village but include work trips to census tracts containing the downtown Mount Prospect business district and to the United Airlines corporate center.

4. Service Design Standards

Industry design standards were used to assess the level of existing services and to make recommendations on how to improve service. These design standards are based on service measures found in the *Transportation Research Board Transit Capacity and Quality of Service Manual – 2nd Edition (2003).* These criteria apply to both fixed-route and flexible-route services:

- *Frequency of service* is defined as the amount of time spent waiting between buses. The frequency standard establishes a maximum waiting time between buses. The minimum frequency for this study is thirty (30) minutes during peak periods and sixty (60) minutes during midday, evening, and weekend periods. Service available once an hour is considered to be the minimum service frequency that is preferred by transit dependent riders, while service available twice an hour is preferred by choice riders. At both of these service frequencies, riders must consult timetables and arrange their travel around the transit service. While service more frequent than this design standard can be very attractive to both transit dependent and choice riders, it is not cost effective to recommend more frequent service when crowding is not an issue.
- *Span of service* standard identifies the times that service is provided on each day of the week. This standard is often adopted as a minimum policy standard for all routes in the system, while individual routes may exceed the minimum based on demand. The minimum span of service for this study is 6:00 a.m. – 7:00 p.m. This span of service meets the needs the needs of commuters who do not have to stay late and provides midday service for other non-work trips (e.g. medical or shopping trips). However, without late-evening service, the ability to serve workers who do not work traditional 8:00 a.m. to 5:00 p.m. jobs or those making medical or shopping trips after work is limited.

Mt. Prospect - Journey to Work by Census Tract



- Service coverage relates to the geographic availability of bus service. As discussed in the Existing Transit Services section, Mount Prospect has sufficient service coverage during the weekday peak periods. During the midday, evening, and weekend periods service coverage is greatly reduced. No minimum service coverage standard for this study was established; however, a goal of the study is to increase the amount of service.

B. Pace Service Recommendations

The following Pace service improvements are recommended. These recommendations have been based on a variety of factors including existing conditions, data collection, "Journey to Work" data, public input, and meeting the service design standards stipulated above. The recommendations are organized into two groups: restructuring of existing services and the addition of new services. A summary table on ridership and cost data for each of the recommendations is provided in Table 8. The rationale for each of these improvement recommendations and by service period (i.e. peak period, midday, evening) is provided in the *Appendix.*

Pace offers a variety of other non-fixed route transit services including, van pools, ride-sharing, dial-a-ride and other Para-transit services. The Para-Transit services and Dial-a-Ride services are available only to persons who are elderly or with disabilities. The ride-sharing and van pool services are specific to employees. Although an increase of these services in the Village could help alleviate some of the transit needs, these types of services were not the focus of the study and are not investigated any further as part of the *Plan.*

1. Restructuring of Existing Pace Services

Route 208 Golf Road: When Pace restructured service along Golf Road approximately five years ago, the frequency of service along the segment of Golf Road in Mount Prospect was changed from every 20 minutes to every 30 minutes. Restoration of service every 20 minutes is recommended.

This increase in service frequency should occur in conjunction with Pace upgrading the Golf Road corridor service into an Arterial Rapid Transportation (ART) corridor. An ART corridor will receive upgrades in the future to improve the flow of public transportation. These upgrades may include transit signal priority and queue jump lanes to speed up the bus along the corridor and passenger amenities such as enhanced shelters with real-time next bus signs. The implementation of ART service along Golf Road would bring improved travel times, passenger amenities and more frequent service. Mount Prospect should support the transformation of Golf Road as an ART corridor by identifying dedicated stops and installing sidewalks and passenger amenities including bus shelters and real time information signs around these stops, encouraging IDOT to allow transit signal priority, and assisting with the development of queue jumps. Another way that the Village could support an ART along this corridor would be to encourage, as redevelopment occurs, site design enhancements that are conducive to public transportation. These enhancements could include reduced setbacks, sidewalk linkages, and parking lots located behind, rather than in front of, buildings. These design elements would encourage easier transit usage as they provide a more comfortable pedestrian setting. Some areas of Golf Road already exhibit the design and density characteristics that are appropriate for an ART corridor. These include the denser single family and multi-family residential land uses and the walkable neighborhood commercial centers.

Characteristics of the service include:

- *Hours of Service:* Weekdays: 5:45 a.m. – 10:45.p.m.
Saturdays: 5:55 a.m. – 10:30 p.m.
Sundays 7:40 a.m. – 9:35 p.m.
- *Frequency:* Every 20 minutes
- *Vehicles:* Four additional full-size buses
- *Estimated Annual Operating Cost:* An additional $1,300,000/year (approximately)
- *Estimated Ridership:* 390 additional weekday passengers

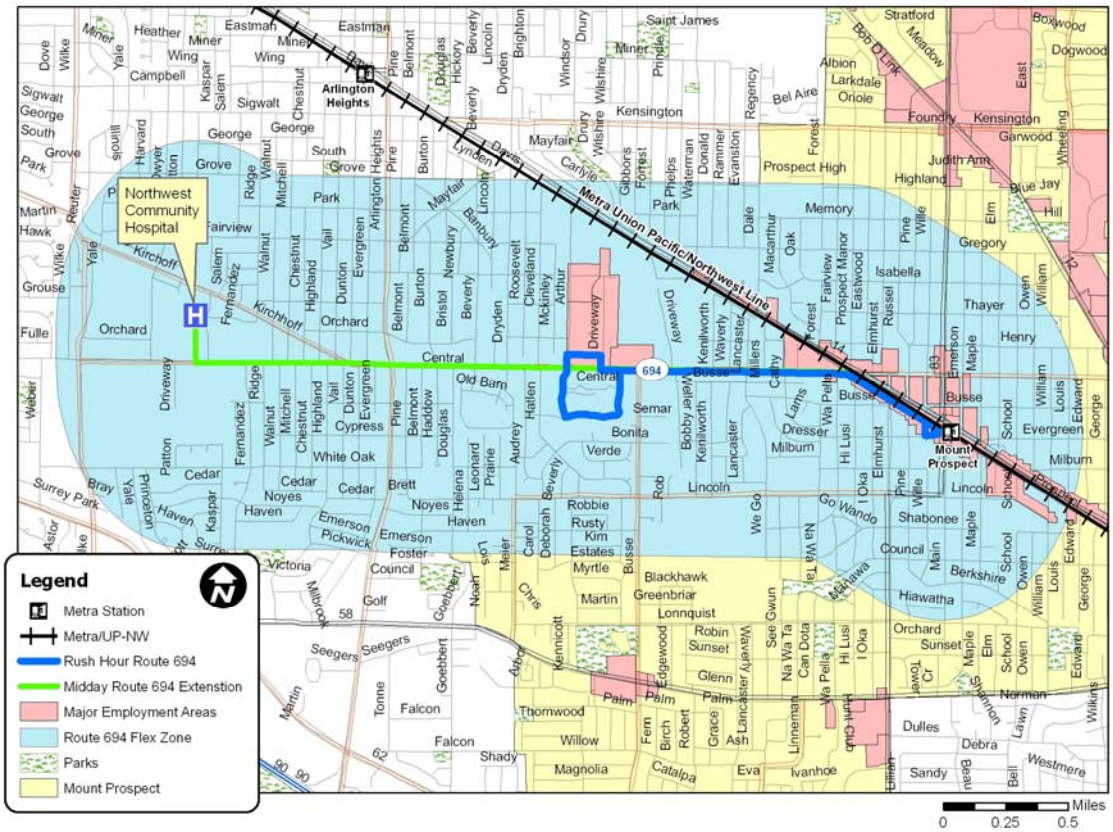
Route 226 Oakton Street: This route should have later weekday service to meet the span of service design standard. The last bus departs Mount Prospect at 6:10 p.m. One additional trip departing Oakton Street and Hamilton Road at 7:10 p.m .should be added. Characteristics include:

- *Hours of Service:* Weekdays: 5:00 a.m. – 8:20 p.m.
- *Frequency:* Every 60 minutes
- *Vehicles:* An existing full-size bus will be used
- *Estimated Annual Operating Cost:* An additional $62,000/year (approximately)
- *Estimated Ridership:* 55 additional weekday passengers

Route 694 Central Road – Mount Prospect Station: New midday service to serve Northwest Community Hospital is recommended. The current fixed route service would continue to operate during the morning and evening rush hours. Flexible service would operate from 8:10 a.m. to 4:30 p.m. Flexible service would operate using the route deviation operating model. Fixed stops along a designated route would be served on a fixed schedule. Other off-route locations would be served upon request. Passengers wishing to board or get off the bus at destinations other than fixed stops inform the bus operator when boarding or call a dispatcher to request a pick-up. Flexible service is preferred over fixed route since flexible service can reduce the distance a passenger has to walk to catch the bus. A shorter walk is preferred by most people making medical trips. This type of service will require clear marketing and public information to educate the public. The area of extension and flexible service zone is shown below. Characteristics include:

- *Hours of Service:* Weekdays: 8:10 a.m. – 4:30 p.m.
- *Frequency:* Every 60 minutes
- *Vehicles:* One paratransit (12 - 21 passenger) bus
- *Estimated Annual Operating Cost:* $163,000/year (approximately)
- *Estimated Ridership:* 65 additional weekday passengers

Route 694 Midday Flexible Zone

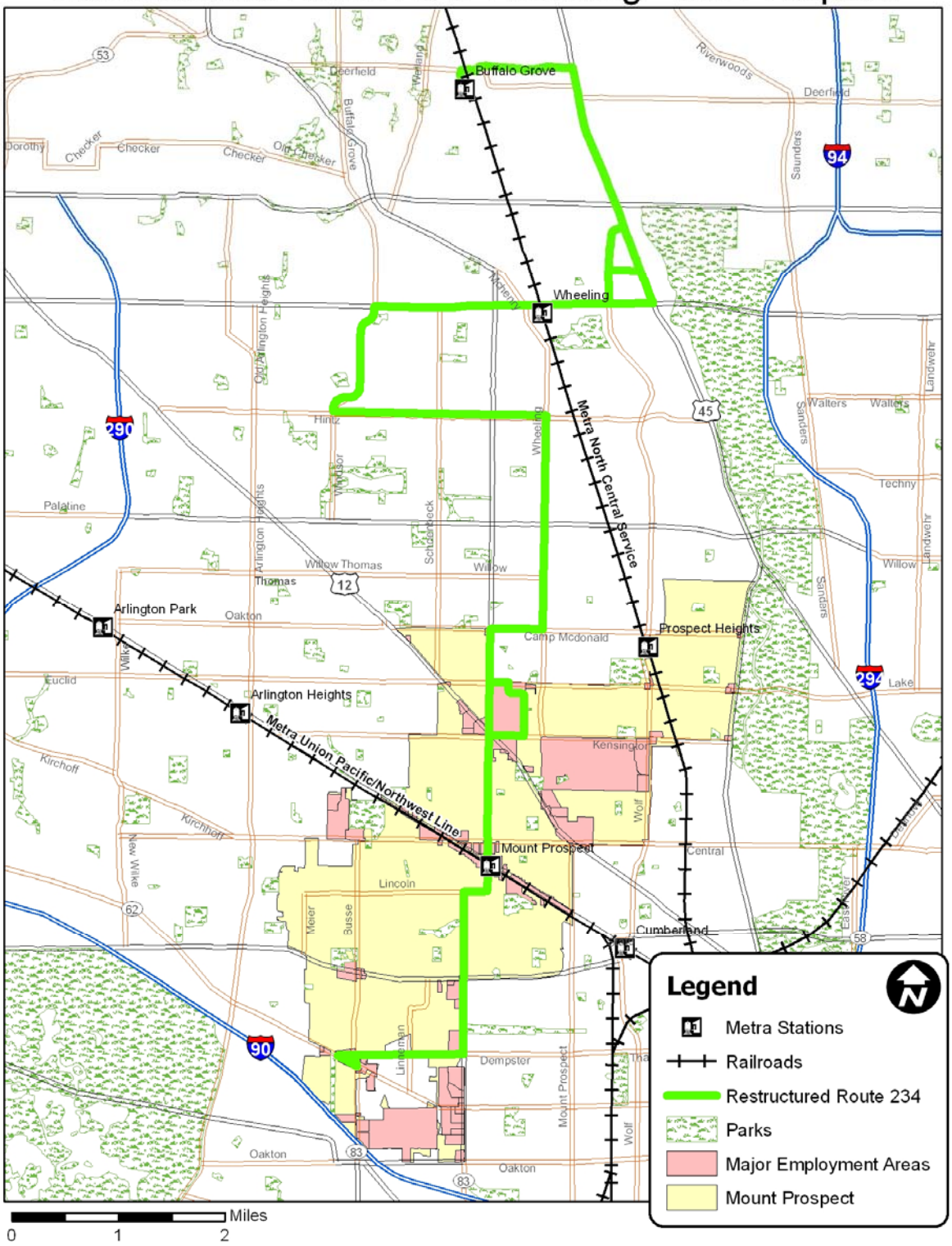


Route 234 Wheeling Des Plaines: In order to provide a continuous north-south route through the Village, it is recommended that Route 234 be modified to provide service between its terminus at Strong and Milwaukee Streets in the Village of Wheeling on the north, to south Mount Prospect, with the potential to serve the proposed Metra STAR Line Station in the future. The existing route operates between Wheeling on the north via Route 83/Elmhurst Road to the Mount Prospect Metra Station. At that point, it travels via Northwest Highway to the Des Plaines Metra Station. It is recommended that this route be restructured. Instead of operating to the Des Plaines Metra Station after stopping at the Mount Prospect Metra Station, the bus will travel south on Route 83 / Elmhurst Road – Dempster – Algonquin – Busse, terminating at or near that intersection. If the proposed STAR Line Station is built at Busse Road and I-90, the route would utilize the station as its terminating point instead at no additional cost.

Algonquin and Busse was selected as a turnaround point since operating further south in Mount Prospect to Oakton Street would require additional operating costs. The need for these additional costs could not be justified until a sufficient ridership base is developed. However, a drawback to stopping further north and not along Oakton Street is that connections to the Route 223 cannot be made. Characteristics of this service include:

- *Hours of Service:* Weekdays: 5:30 a.m. – 7:35 p.m.
Saturday: 8:00 a.m. – 6:30 p.m.
- *Frequency:* Peak Periods: Every 30 minutes
Midday: Every 60 minutes
Saturday: Every 60 minutes
- *Vehicles:* Three full-size transit buses
- *Estimated Annual Operating Cost:* An additional $58,000/year (approximately)
- *Estimated Ridership:* 140 additional weekday passengers

Restructured Route 234: Wheeling - Mt. Prospect



Route 209 Busse Hwy: Since Route 234 will no longer operate on Northwest Highway between Mount Prospect and Des Plaines, it is necessary to extend Route 209 Busse Highway from Des Plaines to Mount Prospect. Route 209 will operate to Mount Prospect using the existing Route 234 routing (Des Plaines River Road – Golf Road – Northwest Highway) and will terminate at the Mount Prospect Metra Station. Only every other trip on Route 209 will be extended to Mount Prospect as the current Route 209 runs more frequent service than Route 234. By only extending every other trip, the current service pattern will be duplicated. Characteristics include:

- *Hours of Service:* Weekdays: 5:30 a.m. – 10:00 p.m.
  Saturday: 6:40 a.m. – 9:40 p.m.
- *Frequency:* 30 minutes to Des Plaines Metra Station
  60 minutes to Mt. Prospect Metra Station
- *Vehicles:* Three full-size transit buses
- *Estimated Annual Operating Cost:* An additional $230,000 (approximately)
- *Estimated Ridership:* 95 additional weekday passengers

Restructured Route 209: Busse Higway

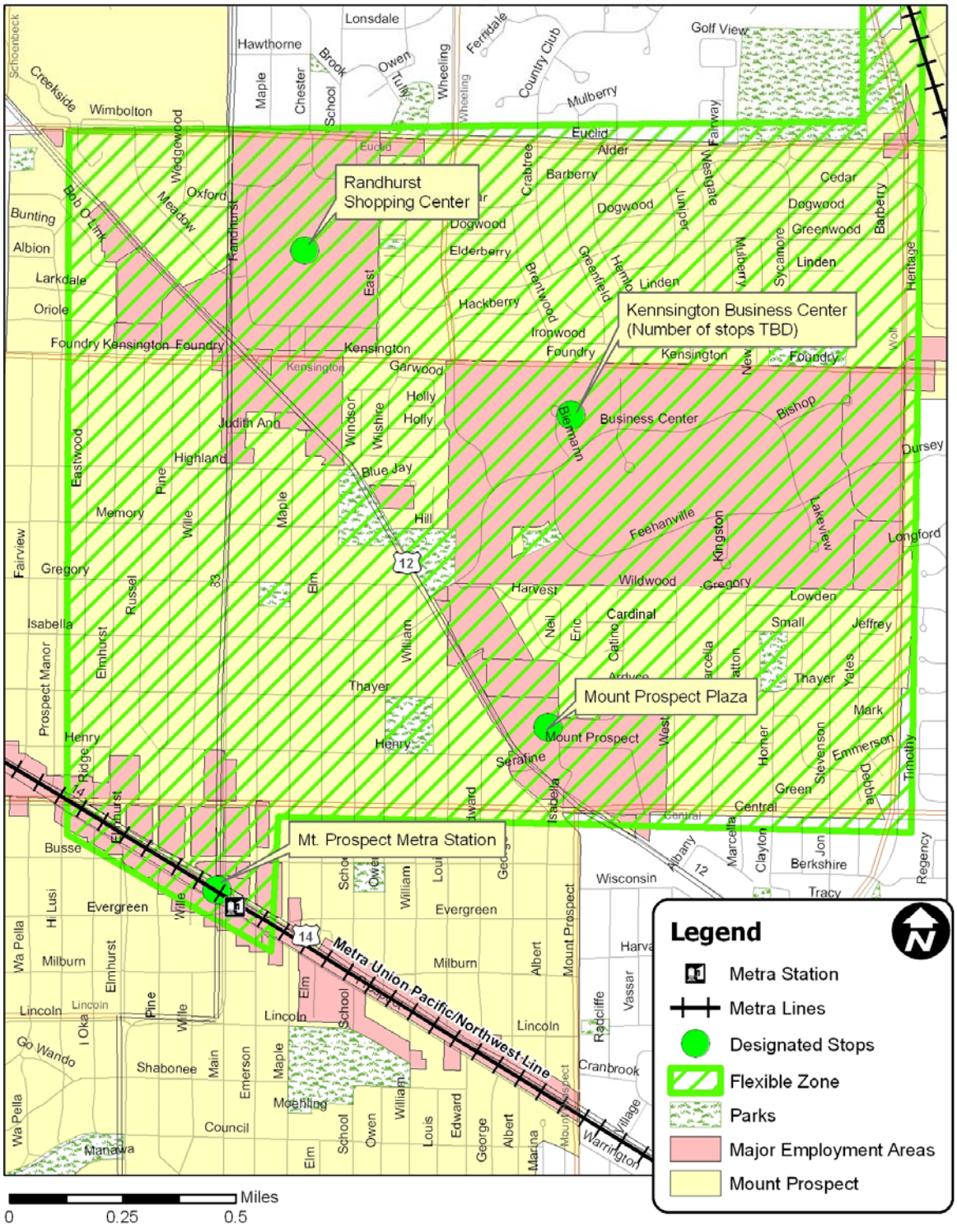
2. Addition of New Pace Services

North Mount Prospect Call and Ride Service: North Mount Prospect can be served by a Call and Ride service. A Call and Ride service is a curb-to-curb service that allows passengers to travel anywhere within a designated service area. Service area boundaries for the North Mount Prospect Call and Ride would be Prospect Manor, Central, Wolf and Euclid. Service would be provided to the Mount Prospect and Prospect Heights Metra Stations and to the Kensington Business Center. To use the service, a passenger calls a designated phone number at least one hour in advance. The bus operator answers the phone and records the passenger's name, date of travel, departure location, destination and desired arrival time. The bus operator provides a pick-up time and asks the passenger to be ready at least five minutes prior to the scheduled pick-up time. This service is available on a first-come, first-served basis and the operator may combine individual trip requests to create shared rides.

While the service does not operate on fixed schedule, a timed transfer point can be established. For example, a timed transfer point at Mount Prospect Metra Station can be created to allow connections to Metra and Pace service. The same base fare as is charged on other fixed routes will be charged. Service would initially operate on weekdays from 6:00 a.m. to 7:00 p.m. with frequency and the designated stops to be determined. Hours of service and days of service could be increased as ridership grows. Characteristics include:

- *Hours of Service:* Weekdays: 6:00 a.m. – 7:00.p.m.
- *Frequency:* Varies / Timed connections at Mount Prospect Metra Station
- *Vehicles :* One 12 passenger van
- *Estimated Annual Operating Cost:* $240,000 - $280,000/year
- *Estimated Ridership:* 40 – 65 weekday passengers

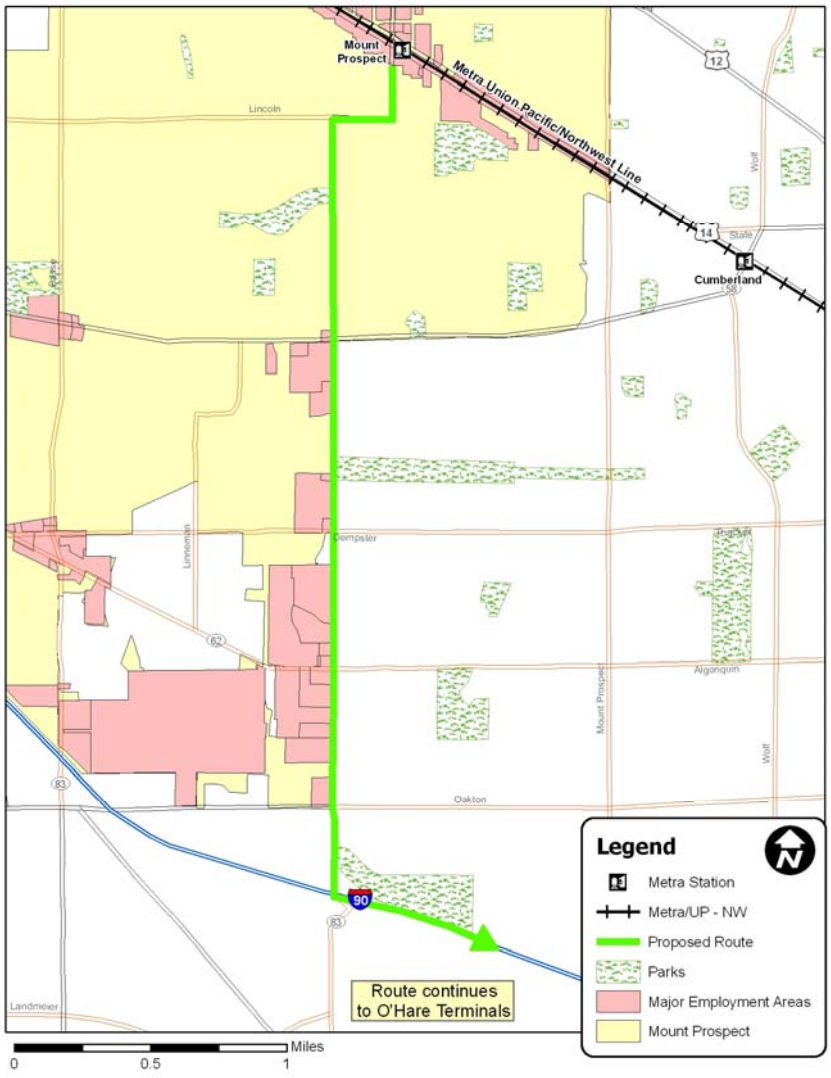
North Mount Prospect Call and Ride Service Area



Service to O'Hare International Airport: The route would begin at Mount Prospect Metra Station, operate south on Main Street/Elmhurst Rd, operate east on I-90, continue east on I-90, and continue to O'Hare Airport Transit System (ATS) Kiss-N-Fly Station[1]. The service could be used by both employees and travelers to O'Hare Airport. Service must operate directly and frequently attract the greatest ridership. The service would be expensive to operate; a premium fare could be charged to reduce direct operating expenses. Characteristics include:

- *Hours of Service:* Weekdays: 5:30 a.m. - 10:00 p.m.
- *Frequency:* Every 30 minutes
- *Vehicles:* Three over-the-road style buses (50 passenger)
- *Estimated Annual Operating Cost:* An additional $1,000,000/year (approximately)
- *Estimated Ridership:* 150 weekday passengers

Mount Prospect to O'Hare Route



[1] Note that once O'Hare's western access is developed, consideration can be given to running service to this side of the airport instead.

C. Metra Service Recommendations

1. UP-NW Line

The Metra UP-NW Line has a high level of weekday service, but the schedule contains gaps between trains to Chicago on weekday evenings. Based on the comments made as part of the public input process, it is recommended that the Village of Mount Prospect work with the other UP-NW communities to support the following initiatives:

- Add an inbound train leaving Mount Prospect at 7:30 p.m. to reduce a gap in service in the evening
- Move the last weekday inbound train (Train 664) to arrive earlier at Ogilvie Transportation Center in order to reduce the three hour gap in service late at night and provide more attractive service
- Support Metra's initiative to increase off-peak service, taking advantage of the capacity of the double and triple track infrastructure and few freight trains on the route

Metra is currently working on an FTA New Starts project to improve and expand service on the UP-NW Line. These improvements will fulfill all three recommended service improvements highlighted above. An Alternatives Analysis was completed in September 2007 and Metra is in the process of completing an Environmental Assessment (EA) for the project while it waits to enter into Preliminary Engineering. The UP-NW upgrade project calls for extending the McHenry Branch to the Village of Johnsburg, increasing the number of express and reverse commuter trains, adding infill stations in Prairie Grove and Ridgefield, consolidating outlying yard facilities and constructing two new yard facilities. As currently proposed, the Mount Prospect Metra Station would be served by hourly train service in the inbound direction on weekdays during the midday and evening periods, and the last inbound weekday train would arrive at Ogilvie Transportation Center in the 11 o'clock hour, not in the 1 o'clock hour. As currently proposed, the New Starts project does not include any upgrades to weekend service. In addition, the EA identified the potential to increase the number of parking spaces at the Mount Prospect Metra Station by approximately 40 through the re-striping and realignment of some of the existing commuter parking facilities. However, it is important to note that if Metra does not receive a State Capital Funding package, it will be difficult to demonstrate to the FTA that Metra will be able to build, maintain, and operate its existing system, let alone any of the proposed services.

2. NCS

The NCS is operated by Metra under a trackage rights agreement with the Canadian National (CN) Railway. The current agreement does not allow weekend commuter service. However, future weekend service is conceivable on the NCS if the CN is able to accommodate Metra trains with their busy freight operations and Metra finds adequate ridership demand and operating funding for the additional service. It is recommended that the Village of Mount Prospect work with the Village of Prospect Heights and other NCS communities in the future if they feel that weekend service may be warranted.

D. Bikeway System Recommendations

The objective of the bikeway network is to provide intermodal connections. In order to do that, it was necessary to expand Mount Prospect's existing bikeway routes in order to provide connections to transit facilities and corridors. The bikeway system recommendations propose more than 54 on-street miles and 5 miles of off-street corridors. All off-street corridors are located in parks or along utility easements.

The recommendations for an expanded system include "primary" bikeways and "secondary" bikeways. Primary bikeways provide a direct path of travel on minor arterials or collector streets to transit facilities. Bike lanes or marked shared lanes are recommended on these streets as they tend to be streets with higher volumes and

higher speeds. A sidepath can also be provided with on-street treatments, or in lieu of on-street treatments, if street conditions are such that it would be safer to have bicyclists off the street.

East-west roads recommended as primary bikeways are:

- Camp McDonald Road
- Euclid Street
- Kensington Road
- Central Road
- Golf Road
- Dempster Street
- Oakton Street

North-south roads recommended as primary bikeways are:

- Busse Road
- Elmhurst Road (IL Route 83)
- Mount Prospect Road
- Wolf Road

Secondary bikeways are typically residential streets with lower traffic volumes. The main objective is to provide a path of travel from a residential area to a primary bikeway in order to get to a transit facility. Signage along these corridors is recommended. Secondary bikeways are located along the following streets:

- Seminole Lane
- Elmhurst Street
- School Street
- Lincoln Street
- Meier Road
- Lonnquist Boulevard
- Willow Lane
- Circulator roads around Randhurst Mall

Refer to Figure 9 for the proposed bikeway system. Additional information on the bikeway system improvements including design details and how the proposed bikeway system would interface with bikeways in adjacent communities is provided in the *Appendix.*

Table 8 shows all of the recommended transportation improvements that are part of the *Plan.*

Mt. Prospect - Existing and Proposed Bike Routes

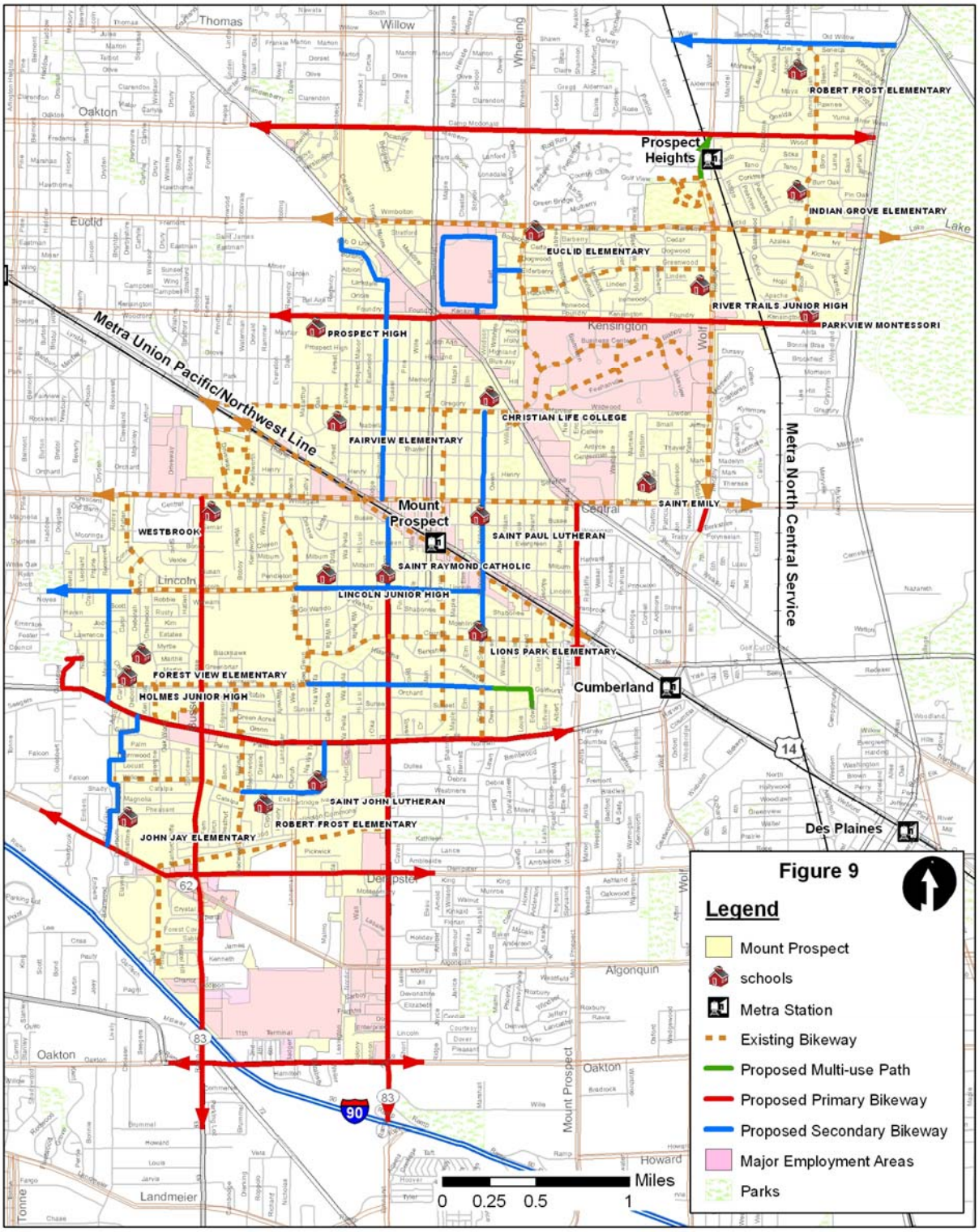


TABLE 8- RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT CHARACTERISTICS

Recommended Improvement	Estimated Annual Operating Cost	Capital Investment Requirements	Estimated Ridership	Goal of Improvement
PACE IMPROVEMENTS				
Route 208 Golf Road	$1,300,000/year additional	4 full size buses	390 additional weekday riders 99,450 additional annual riders	Restore to 20 minute service from 30 minute service
Route 226 Oakton Street	$62,000/year additional	Will utilize existing buses	55 additional weekday riders 14,025 additional annual riders	Add one additional trip at the end of the day for later service
Route 694 Central Road	$163,000/year	1 paratransit type vehicle	65 additional weekday riders 16,575 additional annual riders	Add flexible midday service to serve Northwest Community Hospital
Route 234 Wheeling Des Plaines	$58,000/year additional	3 full size buses	140 additional weekday riders 35,700 additional annual riders	Provide a route north to south thru the Village by restructuring existing Route 234
Route 209 Busse	$230,000/year	3 full size buses	95 additional weekday riders 24,225 additional annual riders	Restructure necessary based on changes to Route 234
North MP Call and Ride	$280,000/year	1 paratransit type vehicle	40-65 weekday riders 16,575 annual riders	Provide flexible service on the north side of the tracks
Service to O'Hare Airport	$1,000,000/year	3 over-the-road style buses	150 weekday riders 38,250 annual riders	Direct service to O'Hare Airport from Metra Mount Prospect Station
HUB Improvements	n/a	Bus shelters, signage, sidewalks	n/a	Provide a multi-modal transfer point at three locations: Randhurst Mall, Mount Prospect Metra Station and proposed STAR Line Station
Pedestrian Amenities	n/a	Bus shelters, bike racks, sidewalks	n/a	Improved pedestrian amenities
METRA IMPROVEMENTS				
Add weekend service on NCS	unknown	unknown	unknown	Weekend service
Implement new midday service and other service upgrades on UP-NW Line	unknown	unknown	unknown	More frequent service
Implement the STAR Line and land use improvements	unknown	unknown	unknown	New suburb to suburb transportation
BIKEWAY IMPROVEMENTS				
Implement new on-street bikeways	n/a	unknown	n/a	Designated bikeways leading to transit services

E. System Connectivity

Improved connections between different transportation modes – bus, rail and bike—would allow for easier travel. Creating transit hubs that would allow easy transfer between Pace, Metra and bikeway routes is a recommendation of this *Plan.* Transit schedules should be adjusted so that when passengers wish to transfer between modes do not have a long wait time. The following hubs are recommended:

- Randhurst Mall
- Mount Prospect Metra Station
- The proposed STAR Line Station[2]

All three hubs would be connected by the restructured Pace Route 234 as described in Section B Pace Service Recommendations. The following describes each of the hubs and the existing and proposed modal connections that would serve each of the hubs.

Randhurst Mall Hub

A hub would be established within the renovated Randhurst Mall. This hub would be served by:

- Restructured Route 234 Wheeling – Mount Prospect: A regional service operating between Wheeling and South Mount Prospect.
- Route 696 Woodfield – Arlington Heights – Randhurst: A regional service operating between Woodfield Mall in Schaumburg and Randhurst Mall via Arlington Heights.
- New North Mount Prospect Call and Ride Service: A local service connecting the Metra Station, Randhurst Mall, Kensington Business Center, and Mount Prospect Plaza.
- An existing bikeway on Wheeling Road and a proposed bikeway on Kensington Road.

Mount Prospect Metra Station Hub

A hub would be established at the Mount Prospect Metra Station. The hub would be served by:

- Metra UP-NW service.
- Restructured Route 234: A regional service operating between Wheeling and South Mount Prospect.
- Route 694 Central Road: A local service operating as a Metra feeder during the rush hours with new midday flexible service to Northwest Community Hospital.
- New North Mount Prospect Call and Ride: A local service connecting the Metra Station, Randhurst Mall, Kensington Business Center, and Mount Prospect Plaza.
- Restructured Route 209: A regional service operating between the Mount Prospect Metra Station and the Harlem CTA Blue Line Station.
- A proposed bikeway along Northwest Highway and an existing bikeway along Emerson Street.

Proposed STAR Line Station Hub

The new southern hub would be located at the proposed STAR Line Station located on Busse Road just north of I-90. The Algonquin/Dempster/Busse Road location was selected as the temporary location until the STAR Line Station is constructed, since this is the southern terminus for the restructured Route 234. This location would also serve Route 606 and is close to the turnaround for Route 230.

When constructed, this hub would be served by:

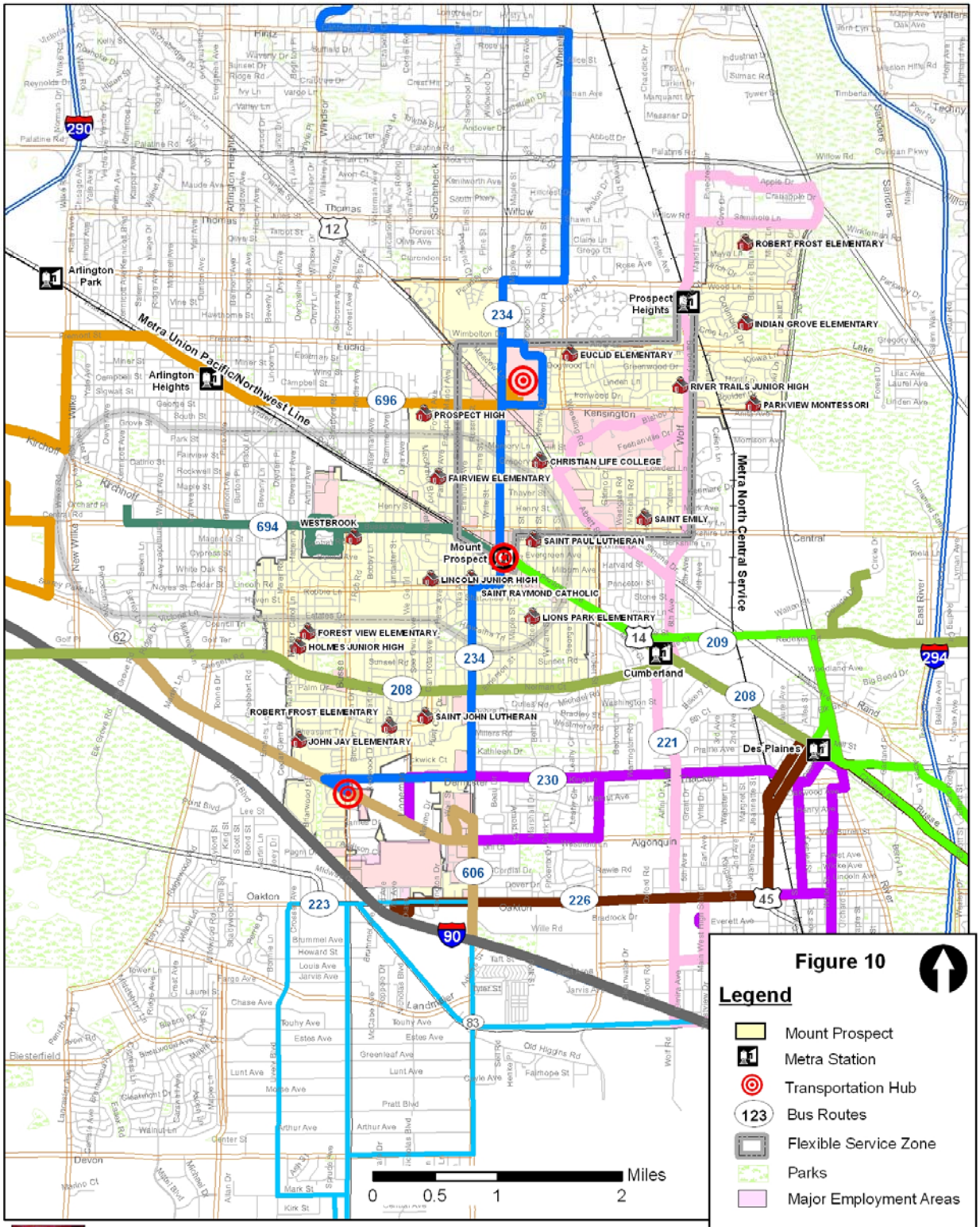
- Restructured Route 234 Wheeling – Mount Prospect: A regional service operating between Wheeling and South Mount Prospect.

[2] Until the STAR Line is in service, a temporary "hub" can be located at the proposed southern terminus of the restructured Route 234 near the Algonquin/Dempster/Busse intersection.

- Route 223 Elk Grove – Rosemont CTA Station: A regional service operating between Elk Grove Industrial area and the Rosemont CTA Blue Line Station.
- Route 226 Oakton Street: a regional route operating between the Jefferson Park CTA Blue Line and southern Mount Prospect.

Refer to Figure 10.

Mt. Prospect - Multi-Modal Hub System



A. Bus Stops

Pace currently operates a flag stop system. The bus will stop upon signal to the driver at any intersection along the route where it is safe to do so. Heavier utilized stops are marked with a bus stop sign.

Pace is considering moving to a marked bus stop for all its routes in the future in lieu of flag stops. Pace has identified minimum bus stop spacing based on employment and housing densities. In an area with medium density such as Mount Prospect, Pace recommends that bus stops be placed every 1,320 feet (1/4 mile).

Bus stops are typically placed in one of three areas: nearside (immediately before the intersection), farside (immediately after the intersection), and mid-block (between the intersections). Figure 11 shows the location of each type of bus stop. Traditionally, nearside stops have been transit agencies preferences since the passengers alight the bus at the crosswalk and then cross the street in front of the bus. Farside stops have recently become more popular because of potential time savings by having the bus stop after passing through the intersection and traffic signal. Midblock stops are used where there is significant passenger boarding and alighting activity or where the distance between intersections is greater than the minimum spacing.

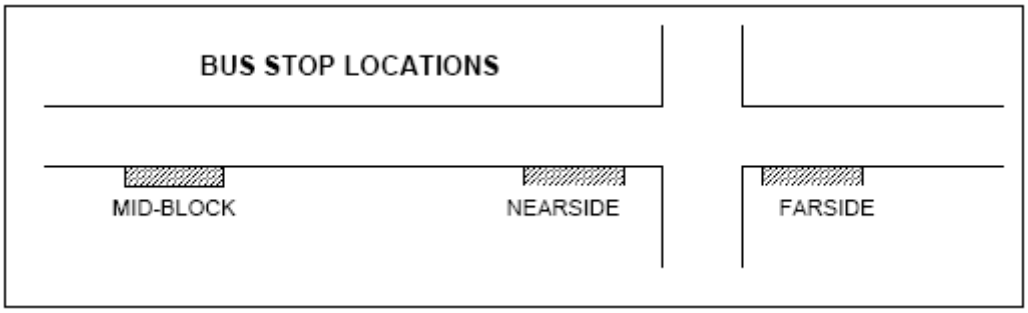


Figure 11

B. Bus Shelters

Mount Prospect currently is under contract with Illinois Convenience and Safety Corporation (IC and SC) to install bus shelters. The shelters have advertising so there is no cost to the Village. A portion of the profits from the advertising goes to the Village.

It is recommended that the Village work with IC and SC to install additional shelters at the locations noted below, due to the fact they have higher passenger activity:

- Oakton Street/Colony Apartment Complex (12 daily boardings at Colony Drive)
- Oakton Street/Hamilton Avenue (22 daily boardings)
- Kensington Business Center (8 daily boardings at Business Center Drive/Feehanville)
- Algonquin Road/Briarwood/Brownstone (this bus stop serves multi-unit residential buildings) (2 daily boardings and 12 daily alightings)
- Algonquin Road/Elmhurst Road (5 daily boardings and 26 daily alightings)

Prior to the installation of additional shelters, coordination will need to occur with Pace to verify appropriate bus stop locations. Current bus stop locations may need to be relocated based on the introduction of new services which may interline with existing services. Determining the exact locations of the bus stops is one of the last steps of the service planning process. Pace will evaluate which stop location would best serve all of the routes operating in the area.

C. Pedestrian Linkages

Mount Prospect should look for opportunities to improve pedestrian links to bus stops and shelters. Bus stops should be accessible by sidewalks and also have a concrete pad. In addition, the Village should continuously monitor the pedestrian linkages during snowstorms to make sure that the routes are accessible. Sidewalks should link the bus stop and shelters to the entrances of stores, offices, medical centers, or whatever the passengers' point of origin or destination is. The Village should have an annual budget line item in the Capital Improvements Plan to make improvements to sidewalks and concrete pads at dedicated bus stops.

An example of a stop with good pedestrian linkages and a pad is shown in Photo 1 below. The bus stop in Photo 2 does not have any sidewalks available to access the shelter. Photo 3 is an example of a bus stop without a concrete pad.

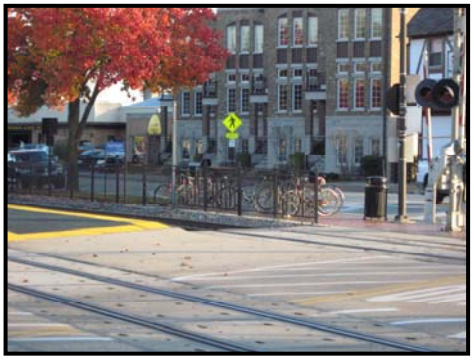
Photo 1- Good example of sidewalk leading to concrete pad

Photo 2- Example of a concrete pad with no sidewalk access

Photo 3 – Example of bus stop with no concrete pad

D. Bicycle Parking

Mount Prospect currently provides bike racks at the Mount Prospect Metra Station on both the north side and south sides of the tracks as shown in the photos below.



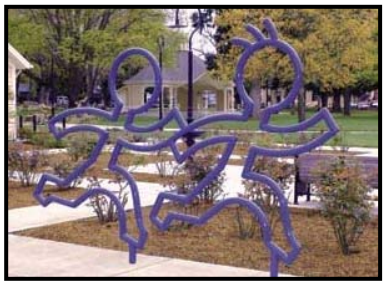
Providing secure bike parking at trains stations and transit stops is a low- cost effective way to encourage bike-transit use and helps reduce the demand for automobile parking. Mount Prospect should continue to monitor the bicycle parking area at the station to make sure that there continues to be adequate parking. If there is a need for additional bike parking, Mount Prospect should work with Metra to identify appropriate locations for additional bike racks.

There may be locations in other areas of the Village where commuters want to ride a bike to a Pace bus stop and transfer to the Pace Bus. Mount Prospect can work with the commercial property owners along major arterials so that bike racks are located close to bus stops. Two suggested locations would be to install bike racks along Golf Road so that riders can connect to the Route 208, and near the intersection of Algonquin and Busse for riders to connect to Route 606.

Options for bicycle racks besides the loop rack include:

1. Public Art Bike Rack

These can serve as public art in the community. Community groups or individuals could design a bicycle rack or have artwork applied to a bicycle rack. Bike racks should be designed so that they resist graffiti and other types of vandalism. Mount Prospect may want to consider decorative bike racks as a design statement in the downtown.



2. Double Decked Bike Rack

This style of a bike rack is used at the Chicago Transit Authority (CTA) Jefferson Park Station. As need dictates, bike racks that could hold more bikes might be appropriate.

E. Bicycle Rental Programs

Bicycle rental at transit centers or in other locations throughout Mount Prospect can also encourage the bike-transit connection. The "Red Bike Program" is a program that currently exists in Europe and one that is being introduced in Portland, Oregon. This program allows patrons to rent bicycles for short time periods in various locations of the city, and to return them to various locations throughout the city. The program works as follows:

Several bikes are distributed across the city at kiosks at likely destinations and starting points for a bike rider (e.g. a transit center). These bikes are then locked into the kiosks with special technology that only opens when the user enters their credit card data. When the person wants to ride, they swipe their card and pay a nominal fee for the ride. This program has security measure to prevent theft and damage. The bikes are monitored and rotated around to make sure that they don't build up at certain end points, and that there are always enough at particularly popular origination spots.

Bicycle renting programs such as the one described are just being explored and promoted in the United States. This is a program that is an interesting concept for communities such as Mount Prospect to implement in the future.

F. Other Bicycle Amenities

To better enhance the bicycle-transit connection, other amenities such as drinking fountains, information kiosks, and first aid facilities may be appropriate in locations throughout the Village. Locating amenities such as fountains and information signage to direct bicyclists as well as other pedestrians between different transit modes in various parts of the Village including in parks and other public spaces would be appropriate. The Village and the Park District should work together to identify appropriate locations for these amenities. Typically, park facilities are most appropriate for having these types of amenities.

VIII. TRANSPORTATION PLAN IMPLEMENTATION

A. Pace Service Recommendations

There are different factors to consider when determining how best to prioritize the recommended service options. How easy is it to introduce the new service into the existing Pace system? Which service tends to have the greatest need? How costly is the new service? Each of these factors plays an important role in prioritization. These factors are defined below. A scoring matrix has been developed based on these factors and the results are shown in Table 9.

1. Ease in Implementation

This measure provides guidance on whether the service recommendation is easy or more difficult to implement based on a variety of factors.

An alternative considered to be the **least difficult** to implement is an alternative that:

- Requires a service change to an existing Pace route to increase frequency or service hours
- Is a change that does not impact other Pace routes
- Is a new service that is structured as a call-in service
- Assumes that if funding was in place, implementation could occur in 3-4 months because there are vehicles and personnel available

An alternative considered to be **moderately difficult** to implement is an alternative that:

- Is an existing Pace route that either needs restructuring or requires restructuring of other routes
- Assumes that if funding was in place, implementation could occur in 9 to 12 months because time would be needed to restructure the affected routes and market the revised services to the public

An alternative considered to be **most difficult** to implement is an alternative that:

- Is an entirely new fixed route
- Assumes that if funding was in place, implementation would take at least 12 months because additional vehicles and possibly personnel would need to be added to implement the service.

2. Perceived Need/Justification

Perceived Need/Justification is based on a few factors. It is based on:

- Input from the public at two public workshops (Vision Workshop held on June 23, 2008, and Systems and Station Area Workshop held on January 21, 2009)
- Input from Stakeholders Interviews
- Input from Steering Committee
- Journey to Work Data
- Analysis of markets not served (i.e. destinations not served)
- Service design standards (as defined in *Existing Conditions Report, August 2008*)

The proposed services are given a ranking based on the input and analysis stated above.

3. Cost

Alternatives are ranked from least costly to most costly based on estimated operating costs. Capital costs have not been considered in the ranking. It has been assumed that Pace vehicles would be available for the new services at no cost; however, this assumption is dependent on a "first come, first serve basis" with Pace so this assumption should not be considered a guarantee.

4. Summary Table

Based on the analysis, the alternatives have been assigned a (+), (0), or (-) in each of the categories as shown in Table 9. A (+) means that the alternative is the best relative to the characteristics of the measures described above. A (0) means the alternative is acceptable but meets the measure somewhat less as compared to other alternatives. A (-) means the alternative is the least acceptable in that category in comparison to the other alternatives proposed. In order to start ranking the recommended service improvements from most important to least important, a point system was assigned. A (+) received 3 points, a (0) received 2 points and a (-) received 1 point. The service improvement with the greatest amount of points is considered to be the highest on the priority list in terms of implementation. The priority ranking is listed in the last column of Table 9. Note that this does not mean that more than one service change cannot occur at the same time. Also, if certain factors come into play, especially funding, then a service change that is ranked lower mainly due to cost factors, could be elevated on the priority list.

TABLE 9- RANKING OF SERVICE IMPROVEMENT RECOMMENDATIONS

Alternative	Ease in Implementation	Need	Cost	Summary Points	Ranking
Route 208 Golf Road	+	+	-	7	2
Route 226 Oakton Street	+	0	+	8	1
Route 694 Central Road	0	+	0	7	2
Route 234 Wheeling Des Plaines	0	+	+	8	1
Route 209 Busse	0	+	0	7	2
North MP Call and Ride	+	0	0	7	2
Service to O'Hare Airport	-	-	-	3	3

In summary, the routes ranked in order of priority are:

1st:

- Route 226 Oakton Street, later evening service
- Route 234 Wheeling Des Plaines /Route 209 Busse, restructured service [3]

[3] Note that even though Route 209 received a ranking of 2, it would need to be restructured concurrently with the restructuring of Route 234

2nd:

- North Mount Prospect Call and Ride, new service in north Mount Prospect
- Route 694 Central Road, flexible service to Northwest Community Hospital
- Route 208 Golf Road, more frequent service

3rd:

- Service to O'Hare Airport, new direct service to O'Hare Airport

B. Metra Service Recommendations

Metra is already in the process of implementing service improvements on the UP-NW Line as part is part of a FTA New Starts project. However, these service improvements will only be implemented if a state capital bill is approved. These service recommendations are not prioritized with the Pace service improvements as they rely on a separate funding scenario and a separate timetable.

With regard to the North Central Service (NCS), a recommendation was made to monitor the need for weekend service. It is recommended that the Village of Mount Prospect work with the Village of Prospect Heights and other NCS communities in the future if they feel that weekend service may be warranted.

C. Institutional Framework

There are three agencies that oversee and operate public transportation in the suburbs of Chicago: the Regional Transportation Authority, Pace, and Metra. In addition, there are other organizations (e.g. local units of government, hospitals, businesses, and social service agencies) that provide public transportation services in some areas of the region.

1. Regional Transportation Authority (RTA)

In 1983, the RTA Amendatory Act established a public transportation service area encompassing the six counties of metropolitan Chicago. At that time, the RTA became the financial oversight and regional planning body for the three public transit operators in northeastern Illinois: the Chicago Transit Authority (CTA), Metra commuter rail and Pace suburban bus. The RTA cannot directly operate service.

2. Pace

Pace is the suburban bus division of the Regional Transportation Authority. Pace was created by the same RTA reform legislation in late 1983, and began operating throughout Chicago's six-county suburbs in mid-1984. Pace is governed by a 13 member Board of Directors comprised of current and former suburban mayors and the Commissioner of the Mayor's Office for People with Disabilities for the City of Chicago. Pace serves tens of thousands of daily riders with fixed bus routes, vanpools and Dial-a-Ride programs. Pace covers 3,500 square miles and is the one of the largest bus services in North America. Pace is responsible for the planning, scheduling and operations, as well as capital improvements, within their territory.

3. Metra

Like Pace, Metra was created by reform legislation in late 1983 and began operating as a commuter rail agency within the six-county Chicago metropolitan agency. Metra owns some of the rail lines it operates and contracts with private railroads through purchase of service agreements on other lines. In addition, Metra has trackage rights agreement to operate on a few lines owned by railroads (e.g. Metra has a trackage rights agreement with the Canadian National (CN) Railway to operate on the

North Central Service (NCS)). The line that serves Mount Prospect, the Metra Union Pacific Northwest Line (UP-NW) is operated through purchase of service agreement with the Union Pacific Railroad. Metra is primarily responsible for the planning, scheduling and operations, as well as capital improvements, along their system.

4. Other Transportation Providers

Townships often provide transportation services to their senior and disabled residents. These services typically require an advance reservation. For example, Wheeling and Elk Grove Townships within the Chicago area provide these services. Wheeling Township also provides a weekly shopping bus from senior housing buildings to selected local shopping centers along with transportation for medical trips for residents that are at least 18 years old with permanent disability. Many hospitals often provide transportation to non-emergency medical appointments for senior citizens. Area hospitals providing this service include Northwest Community, Alexian Brothers, Holy Family Medical Center, and Lutheran General.

D. Funding

Transit in the Chicago metropolitan area has traditionally been funded through three sources: RTA sales tax, fare revenue, and federal/state funds. The use of these funds differs:

- Operating costs – the day to day expenses associated with providing service (labor costs, fuel, regular maintenance) are typically funded through revenue that is collected as fares and subsidized by funds collected though the RTA sales tax.
- Capital costs- the one-time costs of facilities and vehicles, is typically provided through Federal grants (up to 80%), and matched by non-federal sources.

In order to implement any of the service and facility recommendations, both operating and capital expenses need to be considered. In order to support new capital projects, there is a significant need for a state capital bill. Operating funding sources tend to be very competitive and difficult to find an ongoing source. In order for new bus services to be implemented, it is the underlying assumption that both Pace and the Village will work together to identify funding sources.

Mount Prospect should meet on a regular basis with Pace to keep this *Plan* on the forefront of Pace's "vision" for new and improved services. When funding becomes available, the Village and Pace can work together to implement those service recommendations considered to be the greatest priority. The Village also is encouraged to think creatively in identifying how best to provide the local match for services that have the most need.

Table 10 is a summary of the known funding sources available for public bus transportation and bikeways, and the applicability to the recommended *Plan.* These funding sources are described in detail in the *Appendix.*

E. Marketing and Outreach

1. Developing the Message

Marketing and outreach are critical elements for transit services. The goals of a well developed marketing strategy are to increase the visibility and awareness of the different types of public transportation available and to attract and increase ridership. Marketing is not a one-time event; it is an ongoing process of consistently delivering the message. When implementing the proposed services, it

will be important for the Village to play an active role in marketing and to partner with Pace and Metra's marketing departments for additional assistance.

The first step is to determine the message that will be communicated. These messages may include:

- Mount Prospect is taking an active role towards improving public transportation in the Village.
- Public transportation is for everyone.
- Public transportation is clean, convenient, efficient, easy to use and economical.
- Public transportation is a great way to improve air quality, protect the environment, and save precious resources.
- Public transportation provides easy access to your place of employment.

2. Addressing the Audience

Once these messages are formulated, they must be delivered to different audiences, including:

- Traditional transit riders, including: people who are economically disadvantaged, seniors, people with disabilities, or youth
- Non-traditional riders, including bikers and the environmentally conscious
- Existing Metra and Pace commuters
- Employers

3. Information Channels

a. Targeted Outreach

Targeted outreach efforts that communicate the message can be developed for each audience as recommended below. These outreach efforts should coincide with the introduction of new routes and service changes. These outreach efforts are organized by the different audiences below. They can be developed together with social service agencies and other organizations that serve the targeted groups.

- *Traditional Riders*

  Bilingual riders – Provide bilingual information on new and existing services through direct mail pieces to areas of the Village where English may not be the primary language spoken. Provide the same type of information at local grocery stores, drug stores, social service centers, and medical clinics.

  Seniors - Outreach to senior citizen groups that hold their meetings in the Village Hall Community Center. Promote the "Seniors Ride Free" program and assist with obtaining a Senior Ride Free smart card. Provide travel training days to encourage use of transit. Travel training can include where to obtain information about public transportation, how to board the bus, safety and what the routes serve.

  People with Disabilities - Training can be focused on people with special disabilities, or those who are known to have difficulty moving around on transit. Training can also be held for the social service providers. The Easter Seals' Project Action website (projectaction.easterseals.com) provides many free resources for travel training.

  Youth – Provide seminars at schools, park district facilities and other locations where older elementary school students and middle school students are present. Seminars would include topics on how to safely use transit and the on-street bikeways.

- *Non -Traditional Riders*

  Schedule meetings with key organization who have compatible missions like runners clubs, biking clubs, and environmental groups. Find ways to integrate transit as a solution to help build new ridership with non-traditional audiences. Also, promote bikeways maps and information on the expanded bikeway system. Attend and hand out information at events such as the Fine Arts Festival/Blues Fest, weekly Car Shows, Memorial Day Carnival, weekly Farmers Market, Midsummer Downtown Block Party, Fall Festival/Oktoberfest and the annual Family Bike Ride.

- *Existing Metra and Pace Commuters*

  Target marketing at the Metra Mount Prospect and Prospect Heights Stations, on existing buses, and at bus stops to publicize service improvements. Pace and Metra's marketing departments can assist with reaching their existing customers by preparing revised schedules, on-board material, newsletter articles, and press releases.

- *Employers*

  Outreach to the largest employers in Mount Prospect, including Caremark, Bosch Tool, Metropolitan Life, Cummins-Allison, and the Village staff. Ask employers to provide information on new services to all employees via a company newsletter, internal website, company email, or other forms of communication. With the assistance of the human resource departments, identify those employees who would benefit the most from the new services based on their home origins and send them specific information on the services that they would benefit most from.

4. Media Outlets

   Media resources should be used in order to advertise and promote the new services. Press releases should be sent out to local newspapers announcing changes or additions to services. The Village's website should be a resource for announcing service changes. Direct mailings to all households via utility bills or the Village newsletter can promote the new service.

TABLE 10- FUNDING SUMMARY TABLE

Funding Program	Match Split Federal/Local	Use	Applicability	Comments
CMAQ (Congestion Mitigation and Air Quality)	80/20	1.Transit Services: • Transit System Startup • Transit Transfer Facilities • Transit Facility Improvements • Transit Service and Equipment 2. Commuter Parking Facilities 3. Bicycle and Pedestrian Facilities 4. Bicycle Education Programs	• North Mount Prospect Call and Ride • New Service to O'Hare • Multi-Modal Hub Facilities • Route 208-more frequent service • Land acquisition and construction of proposed STAR Line Station and parking site • All recommended bikeway improvements • Bike racks • Bicycle education and advocacy programs	• Historically, the CMAQ program in northeastern Illinois has been used only for capital projects so most of the service improvements on this list would not secure funds • CMAQ funds limited to three years of start up operations; other funding sources beyond three years would need to be secured • May be difficult to prove a reduction in emissions –a funding mandate—with any of these service improvements
JARC (Job Access and Reverse Commute)	80/20 (capital) 50/50 (operating)	Transit for low income individuals to get to job sites; includes reverse commute service, late night service; addition of bike racks at transit centers, and service expansion	• Route 234 restructuring • North Mount Prospect Call and Ride • Bike racks • Bicycle education and advocacy programs	• Difficult to prove new services would be used by low income individuals • JARC funds may only be allocated for one year; would need to secure additional funding beyond one year
ICE (Innovation, Coordination and Enhancement Program)	80/20 (capital) 50/50 (operating)	Provides funding for coordination of different services and service modes; promotes connections to outlying activity centers, places of employment, etc.	• North Mount Prospect Call and Ride • Route 694 Central Road Flex Service to Northwest Community Hospital • Route 234 restructuring • Multi-Modal Hub Facilities • Pedestrian amenities at bus stops or train stations	• New program so criteria for eligible projects still being developed • ICE funds may only be allocated for one year; would need to secure additional funding beyond one year
Illinois Transportation Enhancement Program (ITEP)	80/20	Provides funding for community based projects that enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the infrastructure.	• Any of the bikeway system improvements • Pedestrian linkages to existing and proposed Pace services and Metra stations • Marketing and educational	• Program funding may be more appropriate for more significant enhancement projects

			bikeway programs	
SRTS (Illinois Safe Routes to School)	100% federal; no local match	Provides funding for bikeway improvements, and education programs to encourage students to bike and walk to school	• All recommended bikeway improvements that serve schools • Bicycle education programs for youths	• Funding focused on bikeway connections to schools, not transit, so would only apply to those routes serving both schools and transit • Need to have a School Travel Plan (STP) in place and approved ahead of time
Bikes Belong Coalition	No local match; grants up to $10,000	Provides funding for bikeway improvements and education programs	• All recommended bikeway improvements • Bicycle education and advocacy programs	• Village would need to partner with a local bicycle advocacy group to jointly go after these grants

IX. STAR LINE STATION PLAN

A. Station Area Concept

The following provides a description of the Station Area Plan prepared for the proposed Mount Prospect STAR Line transit center site and nearby development opportunity sites. The opportunity sites were identified in the *Existing Conditions Report, Figure 17 Development Opportunities and Constraints, (August 2008)* as having redevelopment potential approximately one half mile from the transit center site.

The Station Area Plan is presented in Figure 12 on the next page. The Station Area Plan illustrates the development potential for sections of Mount Prospect spurred by the proposed transit center. The Concept Plan does not represent a detailed site plan with actual building footprints, sidewalks, parking lot layouts, streetscape/landscape or stormwater management features. Such a detailed plan would be prepared in the future by public agencies or private developers as part of a development plan.

1. Sub-Area A: Transit Center (Northwest corner of I-90 & Busse Road)

The potential transit center site is approximately 13.6 acres. Currently, half of the site is used as an equipment storage yard while the existing warehouse/office parcel to the north occupies the other half. The potential transit center is conceptually located at the base of the embankment of the I-90 expressway right-of-way. A pedestrian bridge would connect the center to a platform in the median of the expressway if the STAR Line were constructed in the center of the expressway right-of-way.

The area could accommodate several land uses to complement the transit center. Calculating the land requirements and required parking and stormwater management leaves a footprint for a multi-story office building developed adjacent to the potential transit center. Retail uses, such as convenience stores or coffee shops, along the Busse Road frontage may complement the office use and commuters utilizing the transit center. General stormwater detention areas are estimated as approximately 10% of the overall site area.

As recommended earlier in this report, the transit center will be a multi-modal transportation hub, which requires improvements to accommodate several modes of transportation. A 30-foot setback on Busse Road is recommended to allow for landscaping and screening to enhance the transit center location, as well as accommodate a potential bus turn-in. The site has potential for two entry/access points from Busse Road, which would allow direct access to the parking lot as well as bus traffic/circulation and car drop-offs near the station.

Metra has identified a potential need for approximately 1,250 parking spaces for transit commuters, depending on future use of the station at full build out. The number of parking spaces needed for the STAR Line service will be determined once ridership projections have been completed. A surface parking lot could accommodate approximately 640 parking spaces for transit commuters, 240 spaces for the office building, and 40 spaces for the retail frontage. As the plan is further developed, consideration will be given to initially construct a parking lot with the approximately 640 spaces as noted above, a parking structure within Sub Area A, or in surface lots on nearby parcels that could accommodate up to 1,250 spaces.

Sub-Area B: Business Park (East of Busse Road, north of I-90)

This zone has several existing industrial buildings and is most likely to be a location for new light industrial uses as parcels are assembled and consolidated in the future. The zone is not suitable for housing, large format retail stores, and/or a large Class-A office complex due to the proximity of existing industrial businesses, internal truck traffic, and nearby gas tank farm. Also, it lacks expressway visibility and a large property that could accommodate a substantial new development.

The Station Area Plan vision for this zone is to create a modern business park with an improved street system. This would allow interconnected circulation for local businesses between Busse and Algonquin Roads and it would also provide new opportunities for bus service to link jobs to the potential transit center.

The Station Area Plan for the Sub area B: Business Park could accommodate existing industrial buildings and development of additional office and light industrial uses. Properties along Busse Road could be enhanced by encouraging office uses closer to Busse Road to create a consistent building line. Additional retail uses along Algonquin Road would complement the existing commercial uses. As discussed in the "Site Design Elements" section, landscaping and streetscape improvements would enhance the appearance of the sub-area and major corridors.

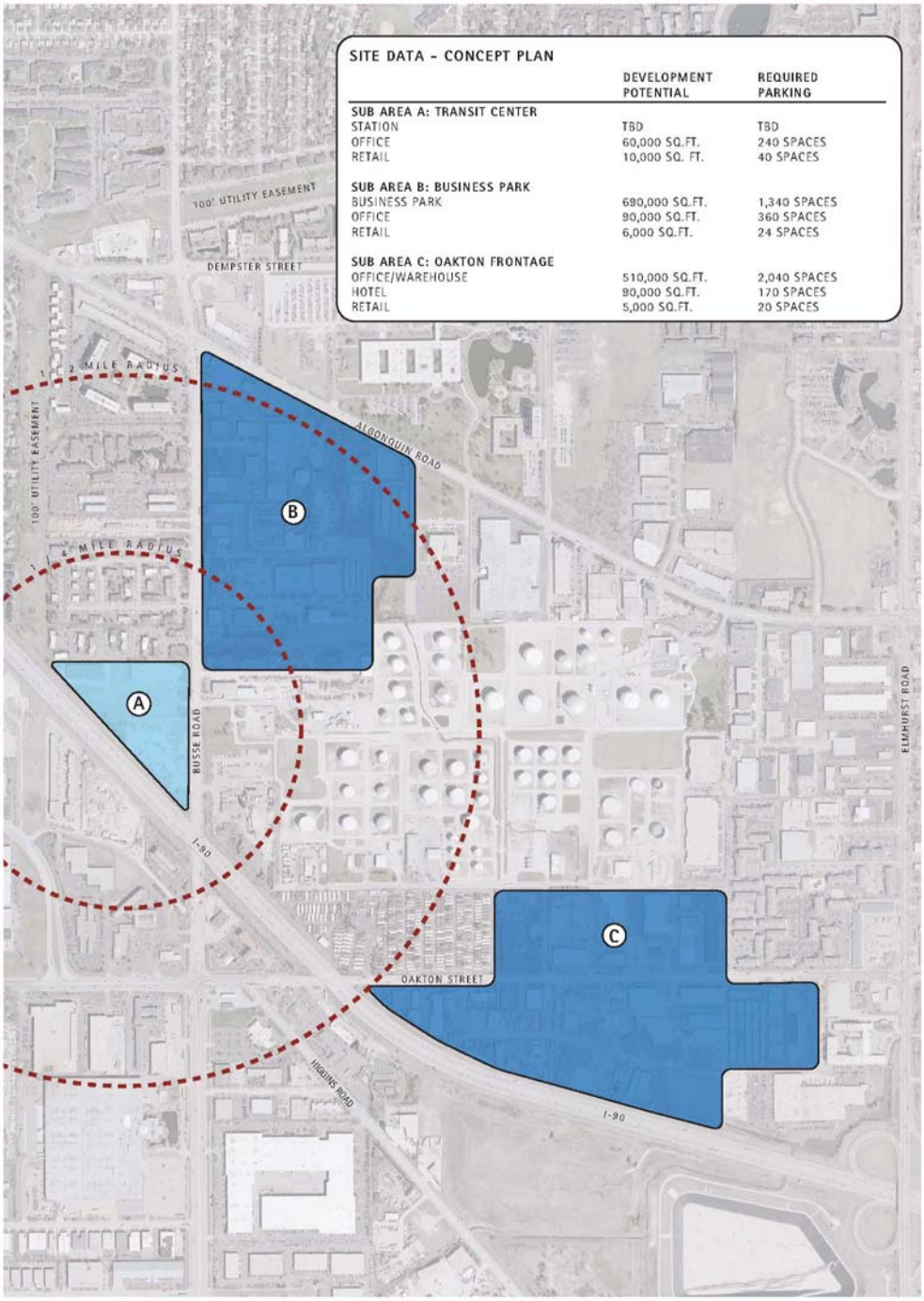
Parking, service areas, and parkways could be reconfigured for existing and new buildings to improve access and circulation, and to enhance the physical conditions of the business park. Along with the existing drainage channel/creek, approximately 10% of the overall site should be dedicated to stormwater detention if additional areas are needed.

Sub-Area C: Oakton Frontage (East of Busse Road, north side of I-90)

The Oakton Street Frontage, which is east of the proposed transit center, includes a wedge-shaped area between Oakton Street and the I-90 right-of-way. This overall study zone consists of land both within Mount Prospect and unincorporated Cook County, and borders the City of Des Plaines to the east.

The development potential for the Oakton Frontage is a highly visible corporate campus along the expressway that could provide a mix of office (existing and new), warehouse facilities, commercial and hotel uses. The area benefits from its location as it is close to the proposed STAR line station and has visibility from the Interstate. New commercial uses along Oakton could serve the office park with basic services during business hours and a hotel could accommodate guests of new or existing businesses. New and existing buildings in the development should be clustered to allow for possible pedestrian connections to other buildings and bus stops.

To reduce the dominance of parking lots, redevelopment should be oriented toward Oakton Street and a new internal road system developed to interconnect the campus and create more opportunities for pedestrians to walk between buildings/uses and to potential new bus stops. Parking for sub-area C must accommodate employees, hotel guests, visitors, and shoppers. A reduction in required parking or "land banking" spaces should be considered to reduce the amount of parking in the development. In addition, shared parking and cross access agreements should be required for any future development.



Village of Mount Prospect, Illinois

Transit-Oriented Development Planning

Station Area Plan

LAKOTA THE LAKOTA GROUP INC

0' 300' 600'

July 2009

B. Site Design Elements

In an effort to create a pedestrian-friendly environment at the proposed transit center and within the redeveloped business park and office campus, key elements should be integrated as development plans are detailed and finalized by public agencies, property owners, businesses, and developers in the future:

- Clustering/massing buildings to reduce walking distances between buildings and transit stations/stops
- Shared paths that can accommodate bicycle users as well as pedestrians
- Safe pedestrian road crossings at key signalized intersections that are clearly designated
- Pedestrian connections from bus stops along arterial roads to nearby sidewalks and paths
- Pedestrian connections to buildings from sidewalks/paths along main arterial roadways and from internal roads
- Reduced curb cuts (roads/streets/driveways/alleys) along major roads to improve vehicular movements and pedestrian crossings, and reduce conflicts between vehicles and pedestrians
- Wayfinding/directional signage that facilitates traffic movement to the transit center and business locations

In addition, efforts should also be made to reduce the required amount of parking needed per land use. The Station Area Plan reflects the approximate parking requirements of the Village of Mount Prospect zoning code.

Alternative concepts for parking include:

1. Parking

- Shared parking between non-conflicting uses can reduce the amount of parking needed for a development, for example, parking might be able to be shared between a bank that closes at 5:00 p.m. and a nearby restaurant that is open in the evenings.
- As transit ridership is estimated and projected for the proposed Busse Road STAR Line Station in the future, a zoning guideline or overlay could be established to reduce parking based on the potential use of public transit by area employees and visitors. For example, if 10% of employees/visitors traveling to businesses along Oakton Street, Busse Road, and Algonquin Road are projected to use local or regional transit, parking could be reduced by that amount.

Any development would need to adhere to Metropolitan Water Reclamation District (MWRD) requirements on stormwater management. However, various ideas that could help with stormwater management are as follows:

2. Stormwater Management:

- Consider the shared use of detention areas and bio-swales.
- Bio-swales can be designed in conjunction with parking lots and sidewalks to create a natural walking environment within or along the perimeter of office campuses and business parks.
- Stormwater storage can be located under surface parking areas.
- Pervious paving can be used in hardscape areas.
- Green roofs and rain barrel systems can be incorporated into existing buildings and new development to reduce the amount of run-off from a site or area.

B. Implementation Strategies

The general implementation strategy summarized below is intended to assist the Village in being a facilitator for the significant redevelopment highlighted in the Station Area Plan. The Village can set the stage for the redevelopment by using the following steps as a guideline for the next phases of the area planning process.

1. District Outreach

The Village should conduct an outreach effort to business and property owners within the Station Area Plan to further discuss the area's land use, transportation, and infrastructure constraints as well as its significant redevelopment potential near I-90 and the potential STAR Line Station location. This effort could involve:

- A mailing to business and property owners inviting them to an informational meeting.
- Presenting the new Village Transportation Plan and Station Area Plan as the "first step" to area revitalization, followed by a more focused discussion of area/site/building needs and potential. The mailing list should be refined and include direct contacts/emails.
- On-going planning meetings/workshops to collaboratively develop a detailed master plan.

2. District Master Plan

The Village should develop a detailed district master plan based upon the Station Area Plan that will more specifically accommodate the needs of existing business/property owners, while providing the Village with the desired character they have for the area, which is a highly visible southern gateway into Mount Prospect. The master plan should address:

- Potential building expansion for existing businesses
- Parking, service, access, and sewer/water/power/stormwater needs and costs
- Existing and new building massing
- Parking and service area design
- Internal road configuration and alignments, including reducing curb cuts on Busse Road
- Local bus service/stops and bicycle paths with future links to the transit center
- Shared storm water detention
- Streetscape/landscape design (along internal roads/site and along major road frontages)
- Wayfinding/signage design (directional, business, and Village identity signs)
- Sustainable design elements

3. Capital Improvement Program

Based on the detailed master plan, the Village should prepare a capital improvement program that more specifically addresses the area's infrastructure needs. It should include a prioritized list of district improvement projects and identified future public and private funding sources. The County should assist in identifying potential funding sources.

A capital improvement program and/or a master plan should also address:

- Village policy on jurisdictional issues and cost sharing (public versus private)
- Identification of internal site improvements versus external improvements
- Identification of right-of-way requirements and availability (internal and external)
- Identification of infrastructure, right of way, and related costs

4. District Zoning

Based on the master plan, the Village should address the area's zoning needs in anticipation of annexing some or all of the unincorporated County properties. This could include applying the appropriate Village zoning designations to the uses planned for the area or the creation of a new zoning district or districts that accommodate denser, mixed use, transit oriented development.

Design guidelines and standards should also be considered and incorporated where appropriate in the zoning changes to more specifically address building massing/setbacks/design, parking, service, stormwater management, streetscape/landscape and signage.

5. Annexation

After a new master plan, capital improvement program, and zoning strategy is in place, the Village can begin the process of annexing land within the district that is currently within unincorporated Cook County. This step will eliminate the "islands" of unincorporated land that sit within the boundaries of Mount Prospect to facilitate area enhancement and development under the guidance and resources of the Village.

6. Roadway Improvements

In order for the proposed access and circulation improvements to be implemented, a variety of steps must be taken. First, an assessment of existing roadway conditions should be made in order to determine infrastructure improvements. Next, there should be an identification of current and future right-of-way requirements and availability (internal and external). Reconstruction of roads and facilities for new site or sub-area developments can be part of the development or subdivision agreement and cost sharing (public – private) can occur. Traffic signals can also be part of a development agreement. External improvements could be designed and constructed first to include transit facilities (bus turnouts etc.), streetscape, pedestrian improvements and traffic signals based on warrants. External intersection improvements should be completed based on capacity as needed.. Internal improvements could be next. Collector and connector roads (Terminal Drive to Badger Road connection) should be constructed first. Upgrades or new local internal roads should be designed and constructed based on conditions, safety issues and extent of private interests or grants.

The Illinois Department of Transportation (IDOT) is conducting planning studies for an Elgin-O'Hare West Bypass. At the initiation of the study, it became apparent that the study needed to look at changes to the transportation network in the region. Subsequently, IDOT is studying alternatives for additional interchanges along I-90. Close to the study area, possibilities include a full interchange at IL-83/Elmhurst Road and a full or partial interchange at Busse Road. It is thought that introducing full or partial access to I-90 at IL-83 or at Busse will provide the station area with a direct regional connection via the Interstate system making the area that much more accessible. Adding a full interchange may improve the local corridor traffic congestion caused in part by the many partial interchanges in the area that cause travelers to use the local roadway system more often. Roadway modifications and intersection improvements may be required in the area to adequately accommodate the shifts in traffic volumes associated with the interchange options. However, although the interchange is likely to positively contribute to the redevelopment of the study area from an accessibility stand point, it is unlikely to significantly impact boardings at the Mount Prospect STAR Line Station considering there will also be stations along I-90 at the Elmhurst Road interchange and the Arlington Heights Road interchange.

C. Financing Strategies

The financing strategies summarized below are intended to provide options for improving the development viability of the study area. The intent is to provide a funding source that would allow for infrastructure improvements and enhancements to take place within a set geographic location. Depending on the area's financial potential, these improvements may be able to help the Village and business/property owner's program projects without waiting for state or federal funding.

With multiple property ownerships, significant infrastructure needs, and Cook County real estate and sales tax levels, a coordinated program with various funding sources will be needed to market the area for competitive development.

1. TIF District

Tax Increment Financing (TIF) is a state-authorized program for qualifying redevelopment areas that is usually administered by a municipality. The goal of a TIF is to provide targeted financial resources for properties within a specific redevelopment area/district.

TIF Districts are typically structured as follows:

- Property assessed values in the designated district are "frozen" at a base level to represent the base value.
- Government entities with property taxing authority in the area continue to receive tax revenue generated from the "base value".
- The incremental assessed value created by new development, improvements or adjustments in market value is taxed at the overall rate levied by governments.
- The tax revenue generated from the incremental property value is distributed to the TIF fund administered by the Village to pay for eligible redevelopment costs.

Funds made available through a TIF district could be allocated for certain construction/rehab costs as well as infrastructure improvements including roadways, traffic signals, pedestrian/bicycle facilities, and more.

2. Special Service Areas (SSA's)

An SSA is a taxing mechanism that can be used to fund a wide range of special or additional services within a designated geographic boundary. Funding is obtained through an additional property tax levied on those properties within the designated boundary. An SSA can be used to provide support services (e.g. marketing/special events, seasonal outdoor maintenance), infrastructure improvements (e.g. street furniture, parking, landscaping), and/or land and building improvements (interior or exterior). The process for establishing an SSA is defined by Illinois's Special Service Area Act.

3. Business Improvement District (BID)

A Business Improvement District (BID) is a state authorized development program that municipalities can establish for improving designated areas. A sales tax is the mechanism for funding a BID.

The benefits of BID's include:

- Use of eminent domain for acquiring property for redevelopment projects
- Acquisition/management/conveyance/disposition of property according to a plan
- Acceptance of grants/loans from the Federal or State government
- Right to borrow funds and issue bonds as deemed necessary
- Right to enter into contracts with any public or private agency or person

- Right to sell/lease/trade/improve real property acquired in connection to a master plan
- Ability to employ persons for planning/administration/implementation of a master plan
- Ability to expend public funds for planning/administration/implementation of a master plan
- Ability to establish by ordinance/resolution, planning/implementation of a master plan
- Ability to create a commission to act as the Village's agent for a planned redevelopment
- Ability to impose a retailer, service, and/or hotel operator occupation tax on gross sales or retail receipts for planning/administration/ implementation and to pay for project costs set forth in a master plan
- Ability to issue debt obligations by the municipality and secured by the business district tax allocation fund to provide for the payment of district projects

The advantage of a BID is the versatility in using its powers and funds for a wider range of initiatives and activities than are available under an SSA.

4. Village or County Capital Budgeting Process

Funding for capital improvements and public facilities can be allocated as part of the Village or County's annual budgeting process. These funds could be used for projects that include pedestrian and traffic enhancements and infrastructure/streetscape improvements.

5. Private Development Contributions

Developments that are primary recipients of certain public improvements may be required to contribute financially to their construction and/or maintenance. Such public improvements could include shared parking or stormwater management facilities that reduce on-site requirements.

6. State and Federal Funding

It could take several months to prepare a detailed plan and capital improvement program for the area. After completion, the Village could consider submitting projects for state or federal funding. Although the state of Illinois and federal government do not have capital budgets at this time, new funding programs are anticipated to be in place later in 2009.

7. Funding for Roadway Improvements

The plan will deal with three distinct type of roadways: arterial, collector and local. If the Village decides, as a matter of policy, to have all of the new and/or reconstructed roadways within the public jurisdiction, there are options for construction, engineering and right-of-way acquisition available to the Village.

The following is a list of reasonable funding options to pay for roadways based on current programs. The Northwest Municipal Conference and the Council of Mayors identifies 36 different program fund sources. However, the programs enumerated below are the most logical and reasonable sources. These are delivered through various agencies but most start at the Federal level and move through the state or local council funding processes.

It should be noted that major roadway improvements could be eligible for special funding allocated in the latest economic stimulus package. However the extent, process, and eligibility are not known at this time.

- Tax Increment Financing (TIF) - These funds are described above as part of funding for the overall station area plan.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) - Highly competitive; does allow for capacity improvements but must show air quality benefits.
- Motor Fuel Tax (MFT) - Locals get approximately 50 percent of monies collected at the pump from the State. Collections are significantly down (predicted at an eight percent (8%)

reduction in 2009). These monies are used for local improvements but also for local matches in Surface Transportation Projects (STP) from the Council of Mayors.

- Local Funds - Includes local Motor Fuel Tax (see above) and general operating funds. There is recent movement in some communities to add an additional gas tax at the pump of three to four cents per gallon. This could be used for local matches and/or local roadway improvements. It requires a major policy decision.
- Surface Transportation Funds (STP) - These funds are programmed by the Northwest Council of Mayors through a specific prioritization process and are competitive. These funds are available for improvements on STP eligible routes only. The roadway must serve more than a local land access function. Busse Road and Oakton Street would be eligible. The funds are probably the most flexible and can be used for highway improvements including right-of-way acquisition (in certain cases). There is a local match and Phase I and II engineering must be paid by the community. Eligible projects include the following: construction, transit safety improvements, signals, intersections, park and ride, and bicycle and pedestrian improvements in conjunction with an approved STP project.
- Transportation Enhancements - These are part of the State's STP allocation and pay for ancillary improvements in conjunction with roadway improvements.

D. Project Phasing

Ideally, detailed master planning and capital programming would encompass the entire Busse Road and Oakton Street Sub-Areas. Such an effort would not only address transit services and facilities that may be implemented in the area in the future, but also the Village's current economic development needs and opportunities. Capitalizing on the area's existing infrastructure, business uses, and roadway visibility/access is a sensible economic development strategy that can be started now, with transit improvements added later. However, depending on resources, business/property owner interest, and market timing, the Station Area Plan could be implemented in phases. Figure 14 Conceptual Overall Phasing Plan provides a first cut at a more focused planning effort for the area. Figure 15 provides the Sub-Area phasing plan in an enlarged exhibit.

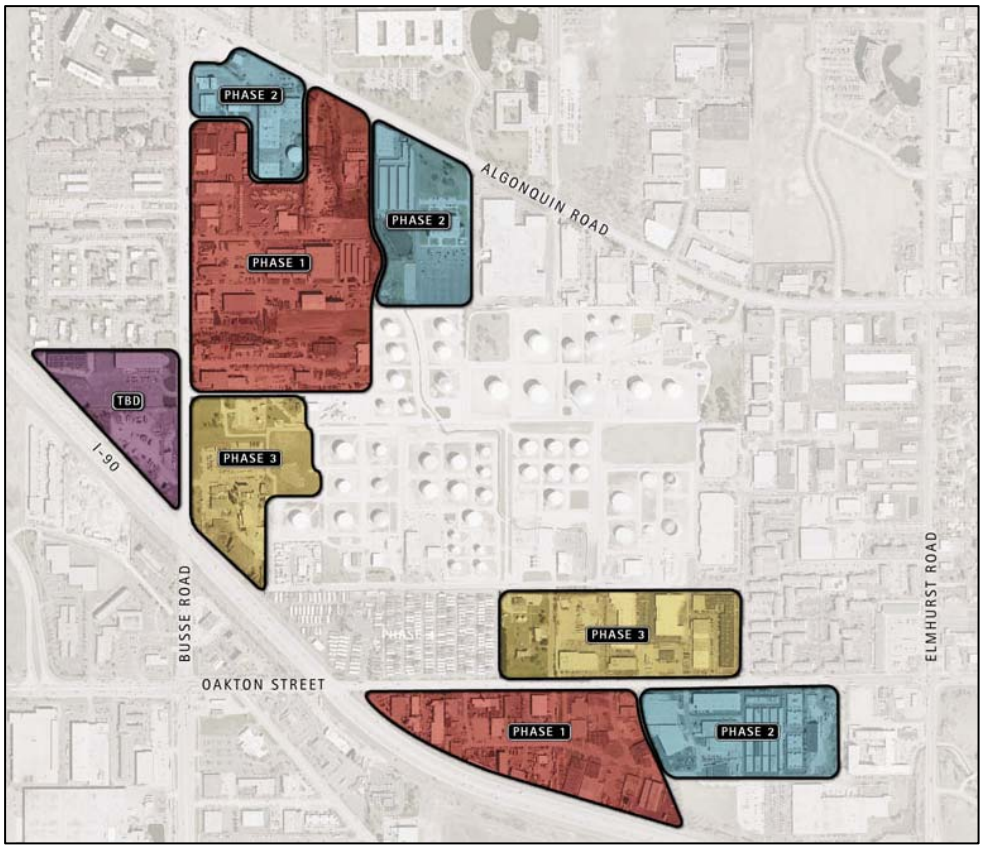


Figure 14 Phasing Plan

1. Transit Center Site- Subarea A

   The timing of the potential transit center site along the expressway has yet to be determined. Metra is currently studying the ridership and service potential of the STAR Line and will be making projections and recommendations later in the year.

2. Phase 1

   Initial phasing should first address the Busse Road and Oakton Street frontages. In Sub-Area B, Phase 1 includes the industrial area from Busse Road east to the creek and tank farm, extending north to Algonquin Road for potential access. Likewise, Sub-Area C takes into account the triangular wedge between Oakton Street, the I-90 right-of-way, and the creek. Both of these areas include older industrial facilities, underdeveloped properties, deteriorating physical conditions, and lack of "critical mass" along these highly visible roadways.

3. Phase 2

   In this phase, additional frontage is taken into consideration along Algonquin Road and Oakton Street. The properties highlighted in Sub-Area B include development opportunities for a stronger retail/office presence along Algonquin Road. In Sub-Area C, Phase 2 extends east to the border of the City of Des Plaines and encompasses underdeveloped areas along with some larger industrial buildings.

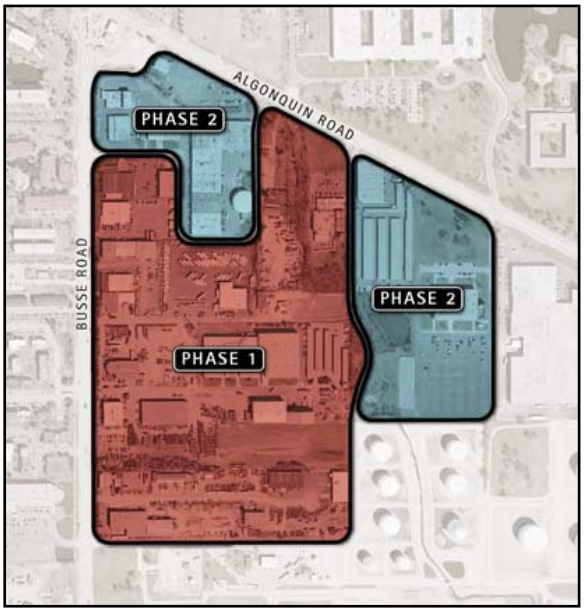
4. Phase 3:

   The next step in the planning process should address the remainder of the Busse Road frontage along with the industrial properties on the north side of Oakton Street in Sub-Area C. The southern parcel

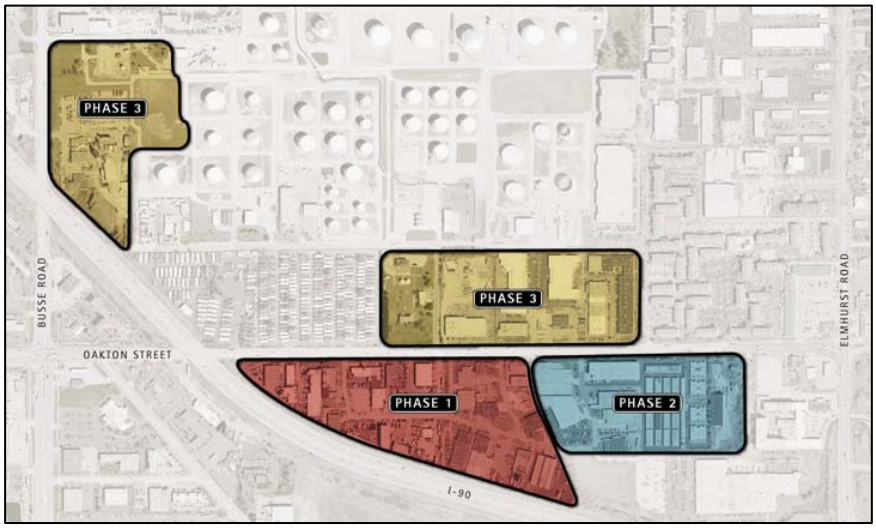
along Busse Road at I-90 across from the potential transit center site serves as a gateway for the Village of Mount Prospect; the current land use is an asphalt plant. Additionally, several properties on the north side of Oakton Street are underdeveloped and should be considered for redevelopment. Therefore, with the potential addition of a transit center, improvements for the entire corridor should be considered.

Figure 15 Enlarged Phasing Exhibits

Sub-Area A Phasing



Sub-Area B Phasing



Sub-Area C Phasing

X. IMPLEMENTATION MATRIX

The following implementation matrix identifies defined tasks, the initiators and participants, estimates time frame of implementation, and includes information on resources required or other issues. With regard to the time frame, "short term" is considered within one year after the *Plan* is adopted, "midterm" is considered within three-five years of after the *Plan* is adopted, and "long term" is considered beyond five years.

Category	Identified Task	Initiators/Participants	Time Frame	Resources Required/ Comments
START UP	Organize an Implementation Task Force	Community Development Public Works Engineer Village Manager's Office	Short Term	Should meet on a regular basis to set policy, provide direction, and secure funding
PACE SERVICE IMPROVEMENTS	Secure operating funding sources for implementation of new services	Implementation Task Force Pace	Short Term to Mid Term	Start researching application deadlines and available sources of funds in the short term
	Work with Pace and IDOT to develop ART corridor along Golf Road	Community Development Public Works Engineering IDOT Pace	Long Term	Identify necessary capital improvements including installation of sidewalks, shelter pads, and shelters along Golf Road
	Create multi-modal hub system	Community Development Public Works Engineering Pace	Long Term	Identify capital improvements necessary; secure funding

Category	Identified Task	Initiators/Participants	Time Frame	Resources Required/ Comments
METRA SERVICE IMPROVEMENTS	Encourage/support State capital plan in order to provide the local match for the UP-NW Line upgrades and extension	Community Development Village Manager's Office Metra	Short Term	Lobby through local representatives for passage of capital plan
	Implement new midday service and other service upgrades on UP-NW Line	Metra	Mid Term to Long Term	Improvements under design as part of a FTA New Starts project
	Monitor need for weekend service on North Central Service	Implementation Task Force Other communities along North Central Service Canadian National Railway Metra	Long Term	Coordination with Metra required; trackage right agreement with Canadian National Railway would need to be revised
BIKEWAY CONNECTIONS	Develop a bikeway plan	Community Development Engineering	Short Term	Utilize the ideas adopted in this plan as a starting point
	Start implementing bikeway recommendations	Community Development Public Works Engineering	Midt Term	Funding needed for signage and striping; coordinate improvements with planned roadway projects as applicable
PEDESTRIAN AMENITIES	Install more passenger shelters at locations identified	IC and SC Public Works Pace	Short term	Coordination with Pace required
	Monitor the condition of bus stops	Public Works	Short Term	Ongoing all year long; remove snow and ice on a regular basis
	Install pedestrian linkages where required at bus stops	Engineering Public Works	Mid Term	Identify locations and include as part of the "new sidewalks" and "corridor improvements" in Village's Capital Improvements Plan; make sure linkages to bus stops are reviewed as part of design plans
	Install new bike racks at locations identified	Public Works	Short Term	If not on public right-of-way may need to coordinate with property owner
	Install amenities such as information kiosks with bikeway and transit maps	Park District Community Development	Mid Term	Identify which parks would be most appropriate to install kiosks

Category	Identified Task	Initiators/Participants	Time Frame	Resources Required/ Comments
STATION AREA PLAN	Outreach to property owners to discuss station area plan	Community Development Village Manager's Office	Short Term	Present concept plan to property owners
	Develop district master plan	Community Development	Mid Term	Develop a detailed district master plan based on the concept plan
	Develop capital improvement program	Community Development Engineering Cook County	Mid Term	Develop a capital improvement program that addresses the area's infrastructure needs
	Secure funding for capital improvements program	Implementation Task Force	Mid Term	Start researching application deadlines and available sources of funds in the short term
	Encourage/support State capital plan in order to provide the local match for STAR Line	Community Development Village Manager's Office Metra	Long Term	Lobby local representatives
	Seek funding for construction and land acquisition for potential STAR Line Station and parking	Community Development Village Manager's Office Metra	Long Term	Lobby local representatives
	Review district zoning	Community Development Village Manager's Office	Long Term	Address zoning needs in anticipation of annexation and redevelopment of station area
	Consider Annexation	Community Development Engineering Village Manager's Office Village Board	Long Term	After a district master plan, capital improvement program, and zoning strategy is in place, the Village can start annexation of unincorporated areas near the south boundary
MARKETING AND OUTREACH	Develop marketing message	Implementation Task Force Village Manager's Office Pace Metra	Short Term	Work with Pace and Metra's marketing departments to develop the marketing message for new and existing transit services
	Develop marketing program	Implementation Task Force Village Manager's Office Pace Metra Social Service Agencies Senior Citizen Organizations Youth Groups Schools Bicycle Advocacy Groups	Mid Term	Utilize organizations to assist with marketing and outreach programs for new transit services

APPENDIX

1. Stakeholder Interviews

A variety of stakeholders were interviewed to garner their comments on the public transit system and the bikeway network in the community. The following observations were noted:

General Development:

- Elk Grove Village Industrial Park, located just to the south of the proposed Mount Prospect STAR Line Station, employs 100,000 people a day
- The Busse/Higgins/Oakton intersection is still problematic in terms of congestion even though it has recently been improved
- The proposed western bypass to O'Hare Airport may have a potential impact for future development along the Mount Prospect/Elk Grove Village border
- Lower income areas in the Village are within the multi-family complexes near Randhurst Mall and near the ComEd easement in the southwest section of town
- It might be appropriate to have Village entry design features coordinated around transit stops

Pace

- It would be better if the Pace Route 606 did not utilize the Tollway, as it tends to get caught up in traffic
- There is not a strong market awareness of the Pace bus system; people are not aware of where the buses go, what it costs, or what the schedule is
- A faster, more direct connection to the CTA Blue Line would be helpful
- There are no north- south bus routes that would connect to the proposed STAR Line Station

Bikeway and Pedestrian Access

- Marked bike routes should allow for crossing of busy arterials at signals
- A community cycling awareness program would be helpful to get more people to ride and to also increase safety for both bicyclists and motorists
- It would be nice to have striped bike lanes on the streets where there is adequate width
- A bike path in the Union Pacific right-of-way should be explored
- The bike way system needs to be more clearly defined with better linkages
- There are forest preserves to the east and southwest with no good bikeway or pedestrian connections to get there
- Due to the redevelopment of Randhurst Mall, it would be beneficial to have better multi-modal connections, including safer pedestrian linkages, bikeway connections, and more transit connections for both employees and customers

Metra

- The location of the Metra Station inhibits traffic movement across the tracks and causes congestion and delays in the downtown; it would be ideal if the station could be relocated far enough from Main Street (IL Route 83) to allow the gates to go up when a train is in the station
- Commuters would like to see more Metra service off peak on both the Union Pacific Northwest Line and the North Central Service; the North Central Service does not have a lot of service and has no weekend service
- Sidewalk access to the Prospect Heights Station is limited

2. Vision Workshop

A Vision Workshop was held on Monday, June 23, 2008 at 7:00 p.m. at the Mount Prospect Library. The workshop was open to the public. The meeting was advertised in a variety of ways, including on the Village website, in the Village newsletter that is sent to each household, and in local newspapers. A power point presentation was given by the project team to explain the purpose of the project, present the project schedule and the future tasks to be accomplished.

Seven people attended, not including the project team staff. As they walked in, each person received a survey to fill out that queried their use of public transportation and the bikeway network. In addition, they were asked to sit in groups and were asked to work as a team and comment on a group questionnaire that addressed Pace, bike routes and the proposed STAR Line Station. Each table was given a set of maps to mark up their suggestions. A copy of the survey and the group questionnaire is presented after this section. In order to receive additional public input, the survey was posted on the Village's website.

a. Survey Results

Pace Services

The survey results showed that only two people used Pace on a limited basis. One respondent utilized the bus during the midday, 1-3 days per week, for shopping purposes. Overall the person ranked the Pace service very high. This person suggested that additional routes provide services to Woodfield Mall and to Arlington Heights. Another person used a few different routes infrequently, once or twice a month to less than once a month, to run personal errands, typically during the evening rush. This person ranked the service average with regard to an adequate schedule, buses running on time, and connections to other services. This person also ranked the availability of bus shelters as low. Driver courtesy and overall satisfaction was ranked high. More bus routes, in particular leading to Kensington and Wolf Road in Mount Prospect and to O'Hare Airport, as well as more frequent bus service during the midday would be helpful according to this participant.

Metra Services

All seven respondents ride Metra, from an infrequent (less than once a month) to a frequent(4-5 days/week) basis. Destinations were reported to be either the Clybourn Station or the Ogilvie Transportation Center in Chicago. The respondents ranked their level of satisfaction from average to high. Categories that were ranked average included: 1) ease of purchasing tickets at station 2) availability of parking at the station and 3) adequate schedule. Suggested improvements to the Metra service included installing a pedestrian underpass east of the station, better signage directing someone to the station, more bus routes to serve the station, and more parking not restricted to residents only.

Bike Routes and Pedestrian Access

Four respondents ride bicycles. All four felt that a barrier to bicycle riding was the lack of marked bicycle lanes. Two of the respondents also indicated that there were a variety of other barriers including crossing at unsignalized intersections and bumpy roads. All four felt that designated bike routes were safe for bicyclists, although one rider went on to say that there is very little difference as far as safety was concerned between the marked routes and the unmarked routes. Another rider commented that there was a need for more signs along the designated routes. All four felt if there were on-street bicycle lanes along single-lane arterial roads such as Kensington Road, Busse Road and Mount Prospect Road they would ride their bikes on those streets. Three of the four would ride along multi-lane arterial roads, such as Northwest Highway, IL Route 83, and Central Road if those streets had bike lanes. All four commented that on street bike lanes, better pedestrian connections and intersection safety improvements are very important in the Village.

Village of Mount Prospect Public Transportation Survey

General

1. Indicate the closest intersection to which you live: _____

2. Indicate the closest intersection and city/town where you work (if applicable):

   Intersection:_____ City/town:_____

3. Circle the main way of transportation you typically use to get to work (if applicable):

Metra Pace Drive alone Carpool Vanpool Walk Bike Other_____

Pace Transit Service

4. Fill out each row with a check mark to indicate how often you utilize each of the following Pace bus services.

Route No.	1-3 Days/Week	4-5 Days/Week	6-7 Days/Week	Once or Twice a Month	Less Than Once a Month	Never
208 Golf Road						
221 Wolf Road						
223 Elk Grove/Rosemont						
226 Oakton Street						
230 So. Des Plaines						
234 Wheeling-Des Plaines						
606 Northwest Limited						
694 Central Road						
696 Woodfield-Arlington Hts. - Randhurst						

5. If you use any of the Pace bus services listed above, please indicate your MAIN trip purpose for the route you ride the most frequently (check only one). If you don't use these routes, skip to question 8.

- ⬭ Work
- ⬭ School
- ⬭ Shopping
- ⬭ Medical (doctor, dentist, etc.)
- ⬭ Personal business or errands
- ⬭ To get to/from the Metra Station/CTA Station
- ⬭

To visit friends/relatives
◯ Other (please specify)_____
◯ Not applicable (I don't' ride these Pace routes)

6. If you use any of the Pace bus services listed above, please indicate when you typically travel on the bus (check all that apply):

◯ AM Rush (5:30-9:00 a.m.)
◯ PM Rush (4:30-6:30 p.m.)
◯ Midday (9:00a.m.-4:30 p.m.)
◯ Evening (6:30 p.m.–midnight)

7. If you ride the Pace bus services listed above, please indicate your level of satisfaction with Pace services on a scale from 1 to 5, where 5 is Very Satisfied and 1 is Very Dissatisfied:

_____	Overall satisfaction with Pace
_____	Buses go where I want to go
_____	Schedule is adequate
_____	Buses run on time
_____	Connections to another transit service (Metra, CTA or Pace)
_____	Driver courtesy
_____	Posted signs at bus stop
_____	Cleanliness inside buses
_____	Reliability of equipment
_____	Availability of bus shelters

8. If you don't ride any of the Pace bus services listed above, please tell us the reason (check as many as apply).

◯ Pace does not serve the destination I am going to
◯ Pace service is too infrequent
◯ It is too difficult or too far to get to the nearest Pace stop
◯ Cost of Pace bus
◯ Other (please specify)_____

9. Circle the other Pace services you have used within Mount Prospect:

Van pool Rideshare Dial–a Ride None of These

10. Please tell us what can be done to improve Pace bus service in Mount Prospect (check as many as apply):

◯ More bus routes (state to what destination_____)
◯ Better signage/more information
◯ More frequent bus service (state specific time of the day_____)
◯ More evening and weekend service (state specific times you would travel_____)

- ⬭ More reliable service
- ⬭ More bus stop shelters/benches
- ⬭ More service to the Metra Station
- ⬭ Nothing
- ⬭ Other (specify)_____

11. Are there destinations within or outside of Mount Prospect that the Pace buses don't currently serve that you would like them to serve?

Yes No

If yes, where else would you like the bus to serve (please be as specific as possible by stating the destination name and location or closest intersection)?

_____

12. Do you feel that there needs to be more bus routes to the Metra Mount Prospect Station?

Yes No

If yes, please indicate the closest intersection to where you live:

_____

Metra Service

13. How often do you ride the Metra train (check one box)?

- ⬭ 1-3 days a week
- ⬭ 4-5 days per week
- ⬭ 6-7 days per week
- ⬭ Once or twice a month
- ⬭ Less than once a month
- ⬭ Never

14. Does your trip start at the Mount Prospect Station? Yes No Not applicable
If no, where do you typically board the train? _____

15. Where do you typically get off the train? _____

16. If you take Metra, how do you get to the train station?

Pace bus Drive Get dropped off Bike Walk Carpool
Other_____

If you don't ride a Pace bus to the Metra Station, why not (select one)?

- ⬭ Pace service does not meet my train
- ⬭ It is too difficult or too far to get to the nearest Pace stop
- ⬭ Bus travel time is too long
- ⬭ Cost of Pace bus
- ⬭ Other (please specify) _____

17. If you drive to the station, do you feel that there is enough parking available?

Weekdays before 9:00 a.m.:	Yes	No	Don't Know
Weekdays after 9:00 a.m.:	Yes	No	Don't Know

18. If you ride Metra, please indicate your level of satisfaction with Metra services on a scale from 1 to 5, where 5 is Very Satisfied and 1 is Very Dissatisfied:

_____ Overall satisfaction with Metra
_____ Cleanliness and upkeep of Mount Prospect station depot and station area
_____ Station vendor
_____ Trains run on time
_____ Schedule is adequate
_____ Availability of parking at station
_____ Personal safety at station
_____ Ease of purchasing tickets at station

19. Please tell what can be done to improve Metra service in Mount Prospect:

⬭ Better signage directing you to the station
⬭ More frequent rail service
⬭ Better on-time performance
⬭ Nicer, more comfortable, cleaner station
⬭ More bus routes that serve the station
⬭ Nothing
⬭ Other (specify)_____

Bike Routes

(Mount Prospect has designated certain streets as bike routes. They are shown on the map on the table.)

20. Are you a bike rider? Yes No

If yes, check all destination(s) you frequently ride to on a bicycle:

⬭ Downtown Mount Prospect (excluding train station)
⬭ Metra station
⬭ A Pace bus stop
⬭ Randhurst Mall
⬭ Another shopping center
⬭ Place of employment. (If so where?_____)
⬭ School
⬭ Park
⬭ Someone's house in town
⬭ Another community
⬭ Other_____

21. What barriers cause you to use a vehicle rather than a bicycle for short trips:

⬭ Neighborhood street not safe

- ◯ Must cross busy street (unsignalized intersection)
- ◯ No pedestrian signals at signalized intersection
- ◯ No marked bicycle lanes
- ◯ No sidewalk / bicycle path
- ◯ No bicycle racks at destination
- ◯ Other_____

22. Do you find the current signage along the designated bicycle routes useful? Yes No
    If no, what changes would you like to see:
    - ◯ Different signs (easier to understand)
    - ◯ More signs along the bicycle route
    - ◯ Other

_____

23. Do you believe the designated bicycle routes are safe for bicyclists? Yes No
    If no, what do you believe should be done to make them safer?_____

24. If on-street bicycle lanes were marked along the edge of single-lane arterial roads (e.g. Kensington Road, Busse Road, Mount Prospect Road), would you use them? Yes No

25 . If on-street bicycle lanes were marked along the edge of multi-lane arterial roads (e.g. Northwest Highway, Central Road, Route 83), would you use them? Yes No

25. Would you like to see off-street bicycle paths in neighborhoods where possible? Yes No

26. Would the addition of marked bicycle routes, on-street bicycle lanes or off-street bicycle paths increase the amount of bicycling you do? Yes No

27. What would you like to see the Village do to encourage bicycling?

_____
_____

Other

28. If you have any additional comments with regard to public transportation or designated bike routes within the Village please indicate here:

_____

_____

Thank you for participating in this survey. Your input is important!

Village of Mount Prospect Vision Workshop

Using the maps provided for you on the table, please do the following:

1. Pace Bus
   Put a red sticker on three major destinations in the Village where Pace does not currently serve but you think should serve in the future. Then, put a yellow sticker on where you would like to start your bus ride (your origin). Then using a blue marker, draw new bus routes between your origins and your destinations. If you prefer, you can also revise an existing Pace route to serve this new destination.

2. Bike Routes
   Are there any on-street or off-street bike routes that the Village should add to the bike route system? If so, use the green marker and draw new bike routes.

3. Proposed STAR Line Station
   Locate the proposed STAR Line Station at Busse Road and I-90. Draw any ideas or improvements you would like to see in the area, including new access roads, changes in land use, or other ideas you may have for the station area.

b. Group Questionnaire and Map Mark-ups

The comments and mark ups to the maps included the following:

Pace Services

- Routes and service misleading – many routes only during peak hours
- Need better north / south connections (Elmhurst Road?)
- Restore service on Elmhurst Road, between Camp McDonald Road and Hintz Road
- Provide a bus connection along Elmhurst Road and the proposed Elk Grove Village STAR Line Station
- Provide bus connections to Northwest Community Hospital in Arlington Heights, downtown Arlington Heights and to the north via Rand Road
- Additional bus service during non rush hours would be helpful for senior citizens and low-income residents

Bike Routes and Pedestrian Access

- Desired Destinations: Randhurst Mall, Northwest Community Hospital in Arlington Heights, Forest View in Arlington Heights
- Many bike routes listed are on streets where the speed of traffic is too fast, making bike riding dangerous
- Need more bike racks at shopping centers and suggested destinations
- Crossing Rand Road at any point is unsafe on a bicycle
- There is a need for a common, regional bike route signage program to indicate the designated bike routes
- It is difficult to find a continuous north-south route through the Village
- There should be good bikeway and pedestrian connections to and through Randhurst Mall
- There is a need for a better bikeway system

Proposed STAR Line Station Area

- Needs connections to other lines and stations (North Central Service / Union Pacific Northwest Line)
- Suggested land uses include green space, convenience store, and additional housing

c. Additional Public Comments

Additional public comment have been received since the Vision Workshop. These comments are summarized as follows:

- It seems like public transportation is mainly offered during rush hours on weekdays; it would be important to add service during non-rush hours, especially given global warming and high gas prices.
- Add more evening inbound service on the Metra UP-NW Line; each weeknight there are only four trains from the Mount Prospect Station: 6:37pm, 8:37pm, 9:37pm, and then nothing again until 12:49am.
- There is a need for better Pace bus connections to the CTA Blue Line; Route 221 provides a connection but it doesn't have weeknight/weekend service and, it only connects with a small part of Mount Prospect. Perhaps a new Pace line that connects to the O'Hare Blue Line Station with express service to/from Mount Prospect. Also, there needs to be more than one bus per hour.
- Perhaps the best option for Mount Prospect – CTA Blue-Line connection is more frequent Metra trains. A rider can switch between Metra and the Blue Line at the Jefferson Park

Station; ideally, more frequent Metra trains would allow for a better connection at Jefferson Park.

- There is a sense of uncertainty of bringing a bicycle on Metra trains; sometimes a commuter cannot bring a bicycle onto the train due to crowded conditions, and will need to wait 45 minutes or an hour for the next train.
- There are not enough trains and no weekend service on the Metra North Central Service.
- The neighborhood near Wolf and Euclid is not walkable to the Prospect Heights Station.
- There should be a sidewalk from Burning Bush to River Road on Euclid to lead to the Prospect Heights Station.
- The bike paths are inconsistent.

3. Public Transportation Systems Workshop

A Public Transportation Systems Workshop was held on Wednesday, January 21, 2009 at 7:00 p.m. in the Mount Prospect Public Library. Only a few people were in attendance. The meeting was advertised in a variety of ways, including on the Village website, in the Village newsletter that is sent to each household, and in local newspapers. A power point presentation was given by the project team to explain the purpose of the project, identify the tasks completed to date, review the public transit recommendations, review three STAR Line Station Area plan alternatives and the identify the future tasks to be accomplished. After the power point presentation, the attendees were invited to make comments on the public transit recommendations and make a recommendation on the STAR Line Station Area concept. A questionnaire was also handed out to ask the attendees opinions on the recommendations. This questionnaire is presented on the next page.

Mount Prospect Public Transportation System Plan
Public Meeting
January 21, 2009

1. Please make comments on the following proposed Pace services. Please indicate which service you might use and how frequently you would use it::
   - Route 208 Golf Road—service every 20 minutes instead of every 30 minutes:
     _____
   - Route 226 Oakton Street – one more trip departing at 7:10p.m. from Oakton and Hamilton:
     _____
   - Route 694 Central – new midday flexible routing service to serve Northwest Community Hospital:
     _____
   - Route 234 Wheeling – extend existing route south of Mount Prospect Metra Station to Oakton/Hamilton:
     _____
   - North Mount Prospect Flexible Route Service – add new service north of Northwest Highway with stops at Mount Prospect Metra Station, Randhurst Shopping Center, Kensington Business Center, and retail shopping at Central Street/Rand Road (i.e. Wal-mart):
     _____
   - Service to O'Hare International Airport:- add new service from the Mount Prospect Metra Station south on Main Street/Elmhurst Road to I-90, every 30 minutes on weekdays
     _____
2. Please make any additional comments on the proposed service changes to Pace routes:
   _____
   _____
   _____
   _____

   Please make any comments on the proposed bikeway system connections:

   _____
   _____
   _____
   _____
3. Please make any comments on the proposed STAR Line Station area land use plan. Tell us if you prefer the "Min" concept, the "Mid" concept or the "Max" concept and why you prefer it:
   - I prefer the "Min" concept because:
     _____
     _____
   - I prefer the "Mid" concept because:
     _____
     _____
   - I prefer the "Max" concept because:
     _____
     _____

     Thank you for your input. Please use the back of the paper for additional space to comment if necessary.

1. Parks and Recreation

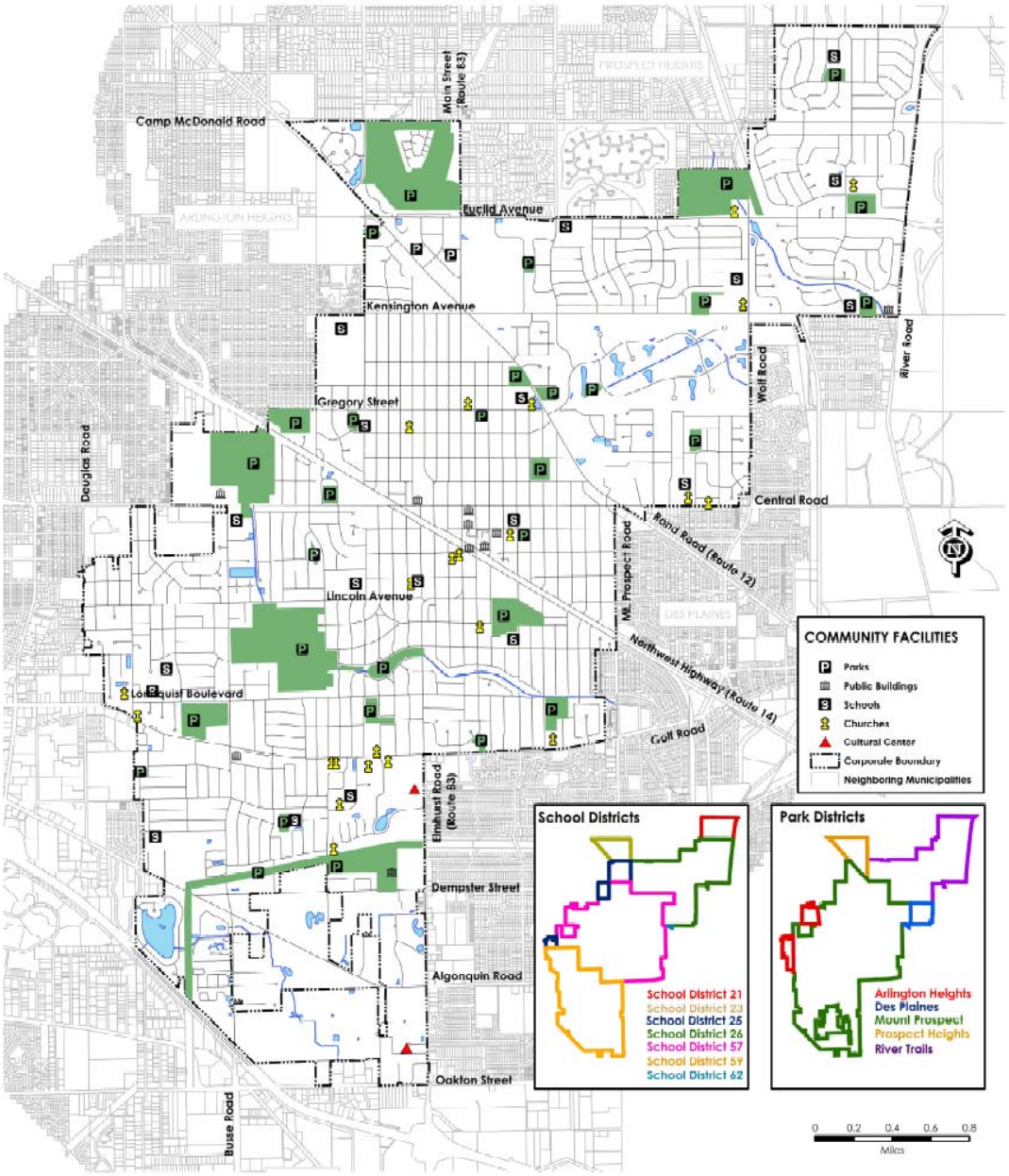
Five park districts own and maintain parks and open space within the Village. A list of each of these park districts and the parks are included in the table below:

	Park Districts				
Park	Mount Prospect	River Trails	Arlington Hts.	Des Plaines	Prospect Hts.
Aspen Trail		x			
Bluett				x	
Burning Bush Trail		x			
Busse	x				
Clearwater	x				
ComEd Bikeway	x				
Countryside	x				
East Wedgewood					x
Emerson	x				
Fairview	x				
Frost	x				
Kopp	x				
Lions Memorial	x				
Meadows	x				
Melas	x		x		
Mount. Prospect Golf Course	x				
Old Orchard Country Club					x
Owens	x				
Parkview		x			
Prospect Meadows					x
Sunrise	x				
Sunset	x				
Sycamore Trails		x			
Tamarack			x		
We Go	x				
Weiss Community Center		x			
Weller Park	x				
Westbook	x				
West Wedgewood					x

Parks within Mount Prospect (source: Village of Mount Prospect)

2. Community Facilities and Schools

The Village has a variety of churches, community facilities and schools. There are eight neighborhood public elementary schools, three middle schools, one public high school, one early childhood center, and six private schools, two of which are colleges. Churches are located throughout the Village. A cultural center is located along Elmhurst Road, just south of Golf Road. All of these facilities are shown below.



Community Facilities and Schools
(source: Village of Mount Prospect Comprehensive Plan)

3. Village Planning Documents

The following documents were reviewed as background for this study.

a. Comprehensive Plan

The Village updated their Comprehensive Plan in 2007. Chapter 2, Transportation & Utilities indicated that although rail service in Mount Prospect is an amenity for commuters, train activity at the many at-grade crossings disrupts traffic flow on the arterial system. The report goes on to state that this is most prevalent during the morning and evening peak traffic periods when both vehicular volumes and train activity are at their highest.

Chapter 3, Visions, Goals and Objectives, states the following for the Transportation and Infrastructure Goal: To provide a balanced transportation system which provides for safe and efficient movement of vehicles and pedestrians, supports surrounding land development, and enhances regional transportation facilities. Among the many objectives which relate to this Plan are: 1) provide for safe bicycle movement within the Village through the development and improvement of bicycle route and other facilities; 2) promote and encourage safe and convenient public transportation within the Village and to other adjacent and nearby communities and destinations; 3) increase usability to public transportation facilities by improving access to commuter parking facilities; and 4) encourage the implementation of the CMAP 2030 Regional Transportation Plan in Mount Prospect, specifically development complementary to the proposed Suburban Transit Access Route (STAR Line).

Chapter 5, Implementation Program, has three goals that relate to this Plan: 1) continue to pursue expanding the public transportation options throughout the Village, including funding for programs benefitting income eligible residents; 2) study the public transportation system in Mount Prospect; 3) evaluate opportunities for better linkages between parks, schools, Village destinations and neighboring communities, and 4) study the feasibility of constructing a regional bike path along the Metra Union Pacific Line.

b. Downtown Strategic Plan

The 1997 Downtown Strategic Plan was developed for the purposes of analyzing market demand, land use, zoning, condition of buildings and vacancies, and availability of parking for the downtown, and to identify a consensus on the appropriate redevelopment alternative and an outline for that process. Among the findings of the market study that relate to this Plan is the fact that in spite of an active commuter rail station, most of the downtown businesses are primarily dependent on automobile-oriented traffic rather that pedestrian traffic.

c. Corridor Design Guidelines

The Village wishes to build upon the strengths and address the weakness of the commercial corridors in order to improve the aesthetic and graphic identity and solidify the reputation of Mount Prospect among the surrounding communities. As part of the Corridor Design Guidelines, various street and highway corridors were studied to determine the condition of each. The Northwest Highway Corridor was one of the corridors studies; the Metra train station was identified as an important element in that corridor. Important aesthetic treatments including identification signs, banners, and landscaping that were being undertaken during the development of the design guidelines would further incorporate the station into the fabric of the community.

d. Corridor Plans

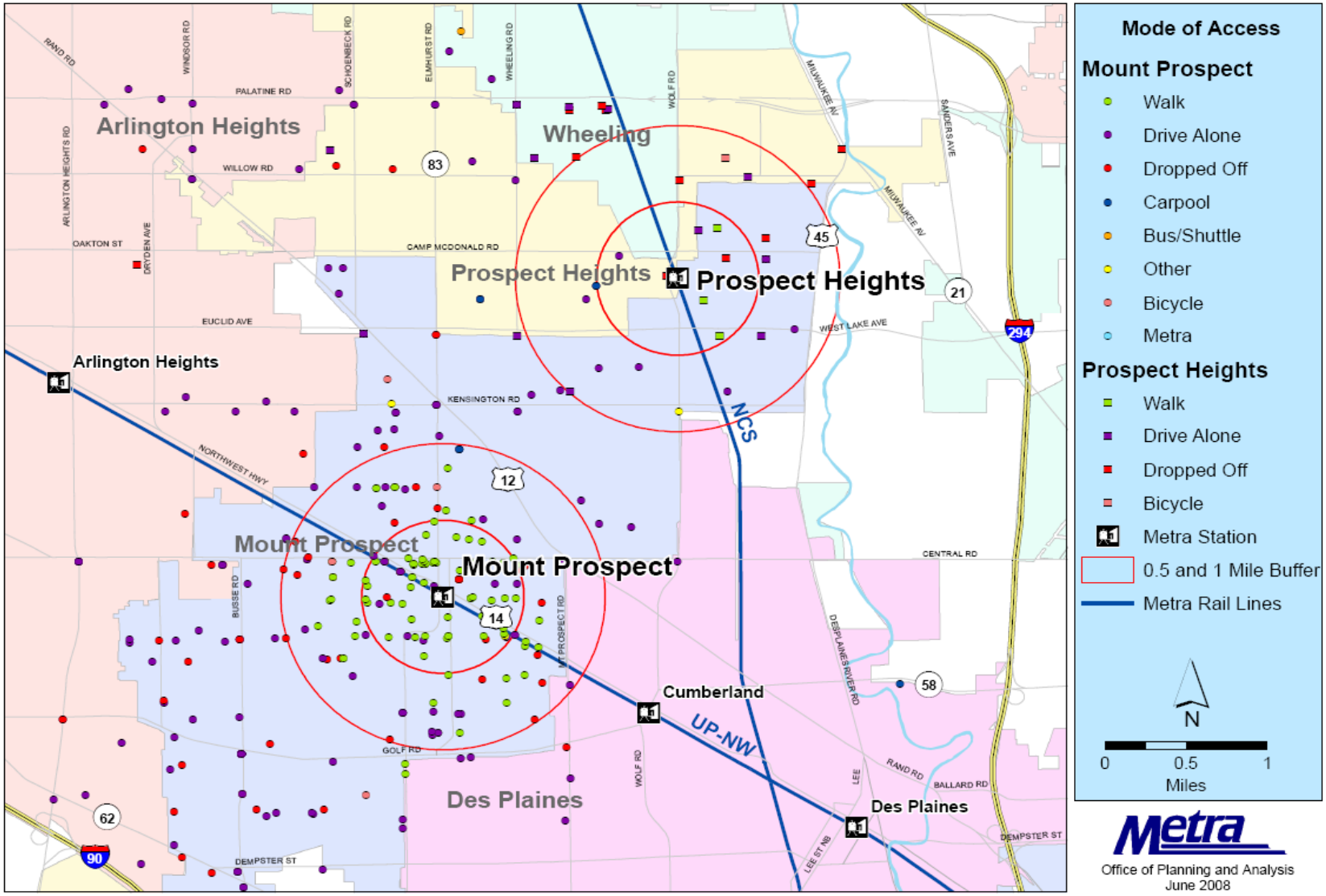
The Rand Road Corridor Plan (1998) and the Central Road Corridor Plan were developed to give critical attention to these corridors as they are major centers for commercial and residential opportunities. As economic conditions change, it is important to re-study the factors that affect development within major arterial corridors. The studies acknowledged the presence of Pace bus routes along the corridors, as well as stating that in addition to the roadway network providing access for vehicular traffic, there are a number of tie-ins to the bicycle route system in Mount Prospect.

1. Mode of Access

Based on Metra's 2006 Origin-Destination Survey, the primary mode of access for both stations is "drive alone" with over half of the commuters responding in that manner. An additional 14% for the Mount Prospect Station and 17% for the Prospect Heights Station get dropped off. About one fourth of the commuters for the Mount Prospect Station walk to the station compared to 13% of the Prospect Heights Station commuters. The balance either carpool, bus or bike to access the stations. The table below shows the percentages by mode of access. A map of origins and destinations follows on the next page.

Mode of Access	Mount Prospect	Prospect Heights
Walked	22%	13%
Drive Alone	54%	69%
Dropped Off	14%	17%
Carpool	4%	1%
Bus	3%	0%
Bike	2%	0%
Other	1%	1%

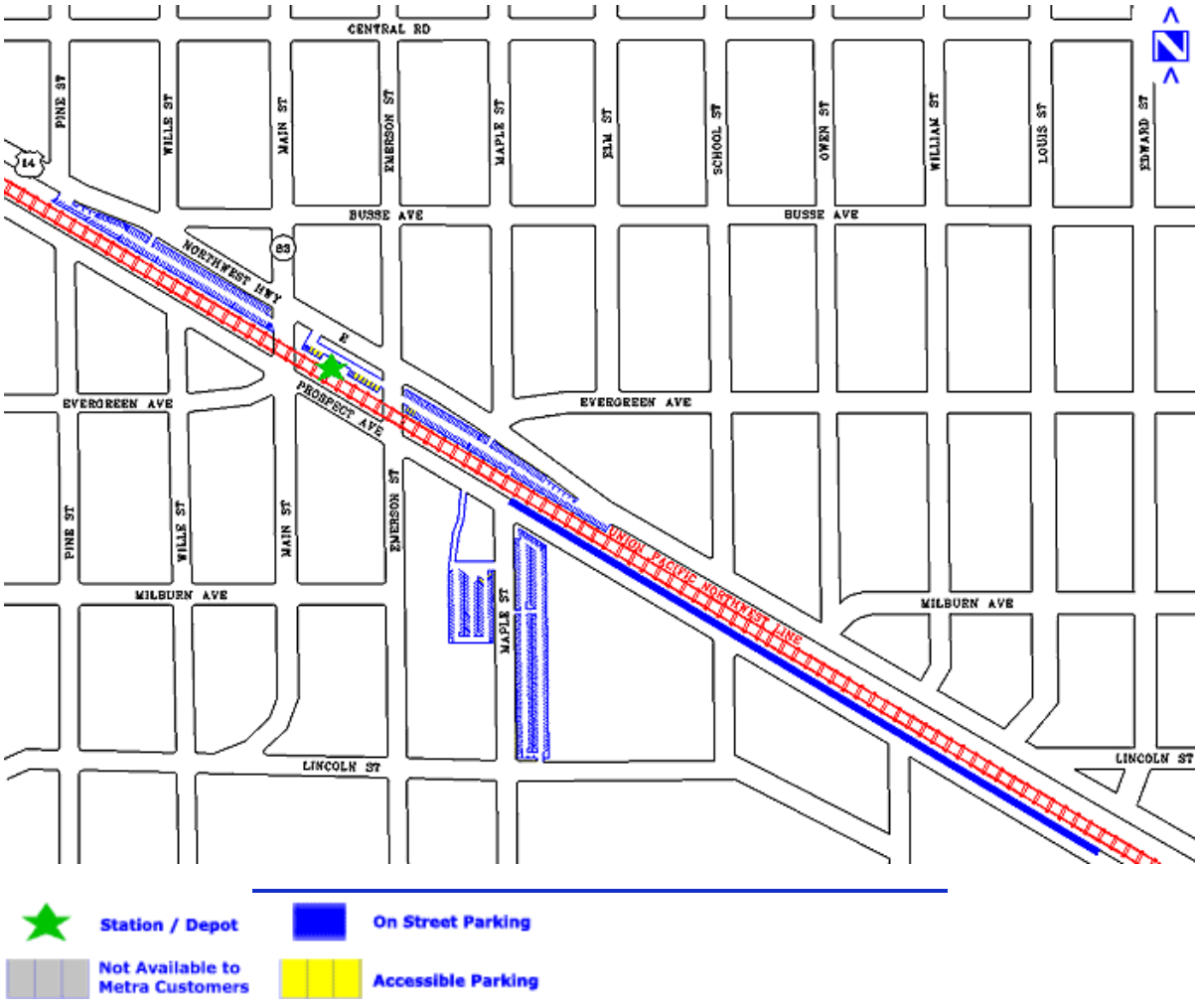
Mode of Access to Metra Stations
(source: Metra 2006 Origin-Destination Survey)



Mount Prospect and Prospect Heights Stations: Origins of Riders and Mode of Access (source: Metra Office of Planning and Analysis

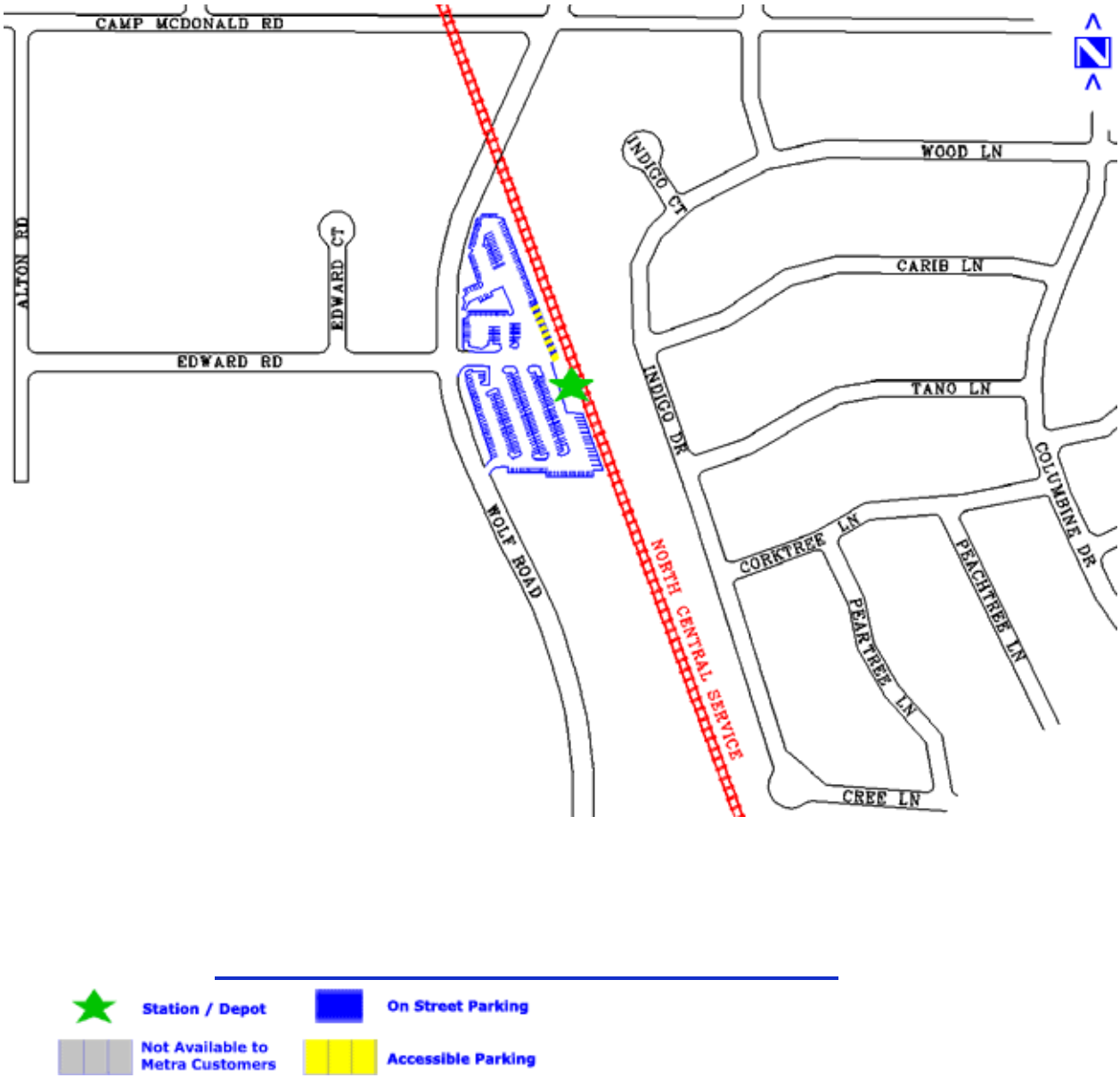
2. Commuter Parking Lots

At the Mount Prospect Station, there are five parking lots and designated on street parking with a total of 794 parking spaces, including 15 handicapped accessible spaces. These parking lots are located along the railroad right -of-way to the east and west of the station, along Prospect Avenue, along Maple Street, and at Evergreen and Willie. Five hundred seventy (570) spaces (73%) are typically utilized on a daily basis. There is a daily fee that ranges from $1.50 to $2.00 to park in these lots, and monthly permits can also be purchased for some of the lots. The Union Pacific (UP) Railroad owns the parking lots that are within the right of way, east and west of the station area. The Village of Mount Prospect owns the lot on the east side of Maple Street. The lot on the west side of Maple Street is privately owned. The Village is responsible for maintaining the parking lots and collecting the daily fee in the lots owned by the Village and the UP. In addition to the lots shown, the Village also allows overnight parking to residents in the municipal parking structure which is located adjacent to Village Hall at 10 S. Emerson Street. This allows people to take Metra to an overnight destination and return the next day. An overnight parking pass is required for cars to park in the municipal lot overnight. Otherwise, parking in the garage is limited to four hours.



Parking Lots at Mount Prospect Station (source: Metra)

At the Prospect Heights Station, there is one parking lot with 352 parking spaces, including 8 handicapped accessible spaces. One hundred twenty six spaces or thirty-seven percent (37%) of the spaces are utilized daily. In addition, there are six motorcycle stalls with posts for locking.. There is a daily fee of $1.50 to park in this lot and monthly permits are also available. The lot is owned by Commonwealth Edison and the Canadian National Railway and maintained by the Village of Prospect Heights.



Parking Lot at Prospect Heights Station (source: Metra)

3. Population and Density Thresholds

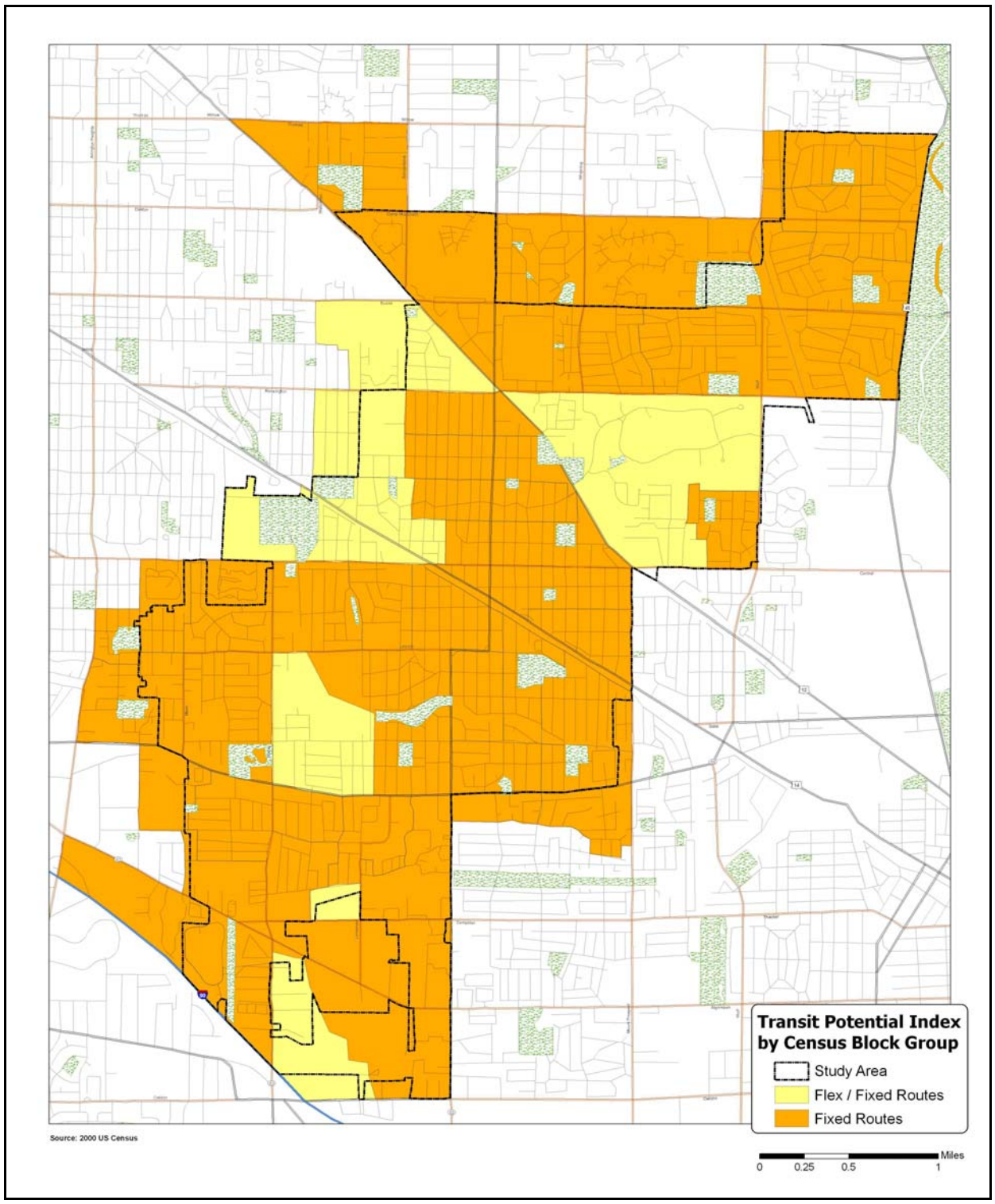
Employment and population density data from the 2000 U.S. Census was analyzed to determine what the appropriate type of service is for Mount Prospect. The Transit Cooperative Research Program's "*Transit Capacity and Quality of Service Manual*" (2003) was referenced as it provides guidelines for the type of service based on population and employment densities. In general, fixed route services can be supported in areas of moderate to high-density development. In lower density areas, flexible routes and demand-response services generally provide a better match.

The table below shows basic industry guidelines for type of service by density (expressed as households or "hh" per acre).

Service Type	Household Density
Fixed Route	3 hh/acre or more
Fixed and Flexible Service	2-3 hh/acre
Demand Response/Flexible Service	1-2 hh/acre
Demand Response	0-1 hh/acre

Household Density Guidelines for Type of Transit Service

These guidelines were used to create an appropriate type of service map for Mount Prospect shown on the next page. Mount Prospect has the household and employment density to support flexible and fixed route service.



Mount Prospect Transit Potential Index

4. Pace Stop Level Data

Pace creates profiles of each of its routes showing how many people get on and get off the bus at each stop. This data was analyzed to determine the number of boardings and alightings in Mount Prospect. Locations that generate ten or more boardings or alightings on an average daily basis include:

- Golf/Elmhurst
- Oakton/Colony
- Oakton/Hamilton
- Oakton/Diane
- Dempster/Linneman
- Elmhurst/Enterprise
- Algonquin/Briarwood/Brownstone
- Algonquin/Elmhurst
- Kensington Business Center
- United Airlines
- Randhurst Mall
- Mount Prospect Metra Station

The table below depicts the total number of average daily boardings and alightings by route within the Village.

	Boarding	Alighting
Route 208	58	68
Route 221	65	70
Route 223	25	24
Route 226	16	25
Route 230	16	16
Route 234	61	83
Route 606	65	110
Route 694	63	65
Route 696	55	47
TOTAL	424	508

Number of Boardings and Alightings in Mount Prospect (source: Metra Office of Planning and Analysis)

5. Service Productivity Standards

A common service standard to measure how transit routes are performing is "productivity". Productivity is the average number of passengers riding on a route, for each hour of revenue service. When examining the performance of its routes, Pace groups its routes into categories that have similar operating characteristics. This helps insure that a route operating into Chicago is not unfairly compared to a route operating in the more rural McHenry County, for example.

The categories of routes serving Mount. Prospect are:

- CTA Connector
- Suburban Link
- Feeder

The table below indicates the number of passengers per revenue hour for each route. It also provides the minimum standard that Pace expects for service productivity by type of route. As indicated, all routes are

meeting the minimum standards of productivity. However, as discussed in section 6 below, this is not the only factor Pace uses to determine if a route is meeting standards.

		Passengers Per Revenue Hour		
	Classification	Weekday	Saturday	Sunday
Route 208	CTA Connector	23	17.2	12
Route 221	CTA Connector	25.5	No Service	No Service
Route 223	CTA Connector	25.4	19.5	14.0
Route 226	CTA Connector	18.7	No Service	No Service
Route 230	CTA Connector	19.1	No Service	No Service
Route 606	CTA Connector	26.7	27.1	21.5
Minimum Standard	CTA Connector	14.3	13.6	13.6
Route 234	Suburban Link	10.7	8.6	No Service
Route 696	Suburban Link	10.2	No Service	No Service
Minimum Standard	Suburban Link	9.2	9.3	9.3
Route 694	Feeder	21.6	No Service	No Service
Minimum Standard	Feeder	12.4	Not Applicable	Not Applicable

Pace Route Productivity by Category (source: Pace)

6. Pace Service Standards

Pace evaluates its routes each quarter to determine how they are performing and to identify routes that are candidates for service changes. Routes are grouped into categories so that fair comparisons can be made. Four measures are used to evaluate the service:

- Recovery ratio – the percentage of operating expenses that are covered by farebox revenue
- Subsidy per rider – the cost to Pace for each rider on a route
- Productivity - average number of passengers, riding on a route, for each hour of revenue service (as discussed above)
- Cost per vehicle mile – the cost to Pace to operate a vehicle one mile

Pace has established standards for each performance measure:

- Recovery ratio – minimum of 18 percent
- Subsidy per rider – maximum of $4.00 for CTA Connector category / $5.00 for all other categories
- Productivity – minimum of 50 percent of the system average for each category
- Cost per vehicle mile – maximum of $6.00

If a route fails to meet two of the four standards, it is placed on the "Review List" and Pace will evaluate options to improve the performance of a route. If a route fails to meet three or all four of the standards, it is placed on the "Action List". Routes that appear on the Action List can be eliminated. The following routes serving Mount Prospect appear on the Review List or Action List:

<u>Review List</u>

- Route 223 Sunday
- Route 234 Weekday
- Route 696 Weekday

Action List

- Route 208 Sunday
- Route 234 Saturday

7. Pace's Consumer Satisfaction Index

Pace conducts a customer satisfaction survey on most of its routes. These onboard surveys are distributed on different routes throughout the year. The three primary measures used are: 1) Overall Satisfaction, 2) Likelihood to Recommend, and 3) Likelihood to Continue Using. The score for each of these measures for the routes serving Mount Prospect are shown in the table below. They are compared to Pace's cumulative ratings for their system as a whole reflected in the last row of the table.

	Overall Satisfaction	Likelihood to Recommend	Likelihood to Continue Using
Route 208	74%	77%	82%
Route 221	78%	75%	78%
Route 223	78%	79%	85%
Route 226	72%	70%	86%
Route 230	79%	78%	83%
Route 234	86%	83%	88%
Route 606	69%	75%	81%
Route 694	Not Available	Not Available	Not Available
Route 696	77%	75%	82%
Pace (all routes)	75%	76%	82%

Pace Customer Satisfaction Summary (source: Pace)

All of the above routes exceed the average overall satisfaction for the entire Pace system with the exception of Routes 226 and 606. These are slightly below the system wide average for overall satisfaction of 75%.

Besides overall satisfaction, Pace also measures consumer satisfaction on a variety of other service features. Below are some of the features for routes serving Mount Prospect that scored lower than the Pace average:

- Schedule and route information available (Routes 208 and 226)
- Total travel time (Routes 208 and 230)
- Schedule coordination with CTA and Metra (Routes 208, 221, 223, and 230)
- Service available when I need it (Route 221)
- Availability of bus shelters (Routes 221 and 230)
- Understanding schedules and routes (Route 230)
- Buses running on time (Route 606)
- Transfers to other routes (Route 606)

1. Zoning

The following is a summary of the Zoning Regulations for those districts located near the potential station site.

a. B3 Community Shopping District

The B-3 Community Shopping District is designed to provide a wide range of retail and commercial uses that serve a large consumer population. Properties zoned B3 are located at the intersections of Busse Road with Algonquin Road and Dempster Street as well as properties along Elmhurst Road between Dempster Street and Oakton Street.

Zoning Bulk Regulations:

- Front Yard Setback: 30'
- Interior Side Yard Setback: 10'
- Corner Side Yard Setback: 30'
- Rear Yard Setback: 20'
- Building Height: max 3 stories/30'
- Lot Coverage: max 75% of to total land area

b. I1 Limited Industrial

The I1 Limited Industrial District is intended for industrial, manufacturing, warehousing and research facilities that are less intense and do not create a substantial nuisance or hazard to the area and community. There are several properties within the area bounded by Busse Road, Algonquin Road, Elmhurst Road, and Oakton Street that are zoned I1 including the property immediately north of the potential station

.

Zoning Bulk Regulations:

- Front Yard Setback: 30'
- Interior Side Yard Setback: 15'
- Corner Side Yard Setback: 30'
- Rear Yard Setback: 20'
- Building Height: max 30'
- Lot Coverage: max 75% of to total land area

c. OR Office Research

The OR Office Research District provides for uses such as corporate or office headquarter developments, and laboratories, research or product development facilities. One property within close proximity to the potential station site is zoned OR which is located at the southwest corner of Elmhurst Road and LaSalle Street.

Zoning Bulk Regulations:

- Front Yard Setback: 30' plus 1' for every 2' of building height over 20'
- Interior Side Yard Setback: 10' plus 1' for every 2' of building height over 20'
- Corner Side Yard Setback: 30' plus 1' for every 2' of building height over 20'
- Rear Yard Setback: 20' plus 1' for every 2' of building height over 20'
- Building Height: max 60'
- Lot Coverage: max 80% of to total land area

d. R1 Single-Family Residential

The R-1 Single-Family Residential District is intended for low density, single-family residential development on standard sized lots. The R1 District includes the subdivision located west of Busse Road between the interstate and Algonquin Road.

Zoning Bulk Regulations:

- Minimum Lot Size: 8,125 square feet for interior lots, 9,375 for corner lots
- Minimum Lot Width: 65' for interior lots, 75' for corner lots
- Front Yard Setback: 30'
- Interior Side Yard Setback: 10% or 10' (whichever is less)
- Corner Side Yard Setback: 30'
- Rear Yard Setback: 25'
- Building Height: max 30'
- Lot Coverage: max 75% of to total land area

e. R4 Multi-Family Residential

The purpose of the R-4 Multi-Family Residential District is to provide areas for medium to higher density multi-family development such as townhomes and low-rise apartment or condo buildings. The tract of land on the west side of Busse Road, which includes two multi-family developments and the existing industrial property, is zoned R4. Other properties zoned R4 include the multi-family development at the northwest corner of Elmhurst Road and Oakton Street and the multifamily and townhome development on Dempster Street west of Elmhurst Road.

Zoning Bulk Regulations:

- Minimum Lot Size: 2,700 square feet per dwelling unit
- Minimum Lot Width: 60'
- Front Yard Setback: 30'
- Interior Side Yard Setback: 10% or 10' (whichever is less)
- Corner Side Yard Setback: 30'
- Rear Yard Setback: 25'
- Building Height: max 34'
- Lot Coverage: max 50% of to total land area

f. RA Single Family Residential (Attached)

The purpose of the RA Single-Family Residential District is to accommodate existing single-family residential development in older, established sections of the village, that are characterized by smaller lots than required in the R1 district.

Zoning Bulk Regulations:

- Minimum Lot Size: 6,000 square feet
- Minimum Lot Width: 50'
- Front Yard Setback: 30'
- Interior Side Yard Setback: 5'
- Corner Side Yard Setback: 20'
- Rear Yard Setback: 25'
- Building Height: max 28'
- Lot Coverage: max 50% of to total land area

g. RX Single Family Residential (General)

The RX Single-Family Residential District is to provide areas for low density/large lot, single-family residential development. The potential transit station site is the only property in the TOD study area zoned RX Single Family Residential (General). The Mount Prospect Zoning Ordinance specifies that newly annexed land is automatically zoned RX until an application is filed to amend the zoning classification of such land. The RX zoning designation is essentially a holding category until a development is proposed for the property.

Zoning Bulk Regulations:

- Minimum Lot Size: 17,500 square feet
- Minimum Lot Width: 85'
- Front Yard Setback: 40'
- Interior Side Yard Setback: 10% or 10' (whichever is less)
- Corner Side Yard Setback: 25'
- Rear Yard Setback: 30'
- Building Height: max 35'
- Lot Coverage: max 35% of to total land area

2. Roadway System

Busse Road is a north-south arterial roadway that is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is designated as Illinois 83 south of Oakton Street. North of I-90, in the vicinity of the proposed station site, Busse Road is a four-lane roadway divided by a raised median approximately 20 feet wide with separate left-turn lanes provided within the median. Along the site frontage, the road has full curb and gutter and does not provide sidewalk on either side of the road. The posted speed limit is 40 mph and parking is prohibited on both sides of the road. Currently, Pace bus service is provided south of Oakton Street along Busse Road. IDOT data indicates that the roadway carries approximately 28,800 total vehicles per day in the site vicinity. Truck traffic counts were not available on the segment of roadway adjacent to the site. However, based on nearby counts and land uses in the area, the truck traffic percentage along Busse Road is very high due to the industrial land uses and is estimated at 12 percent.

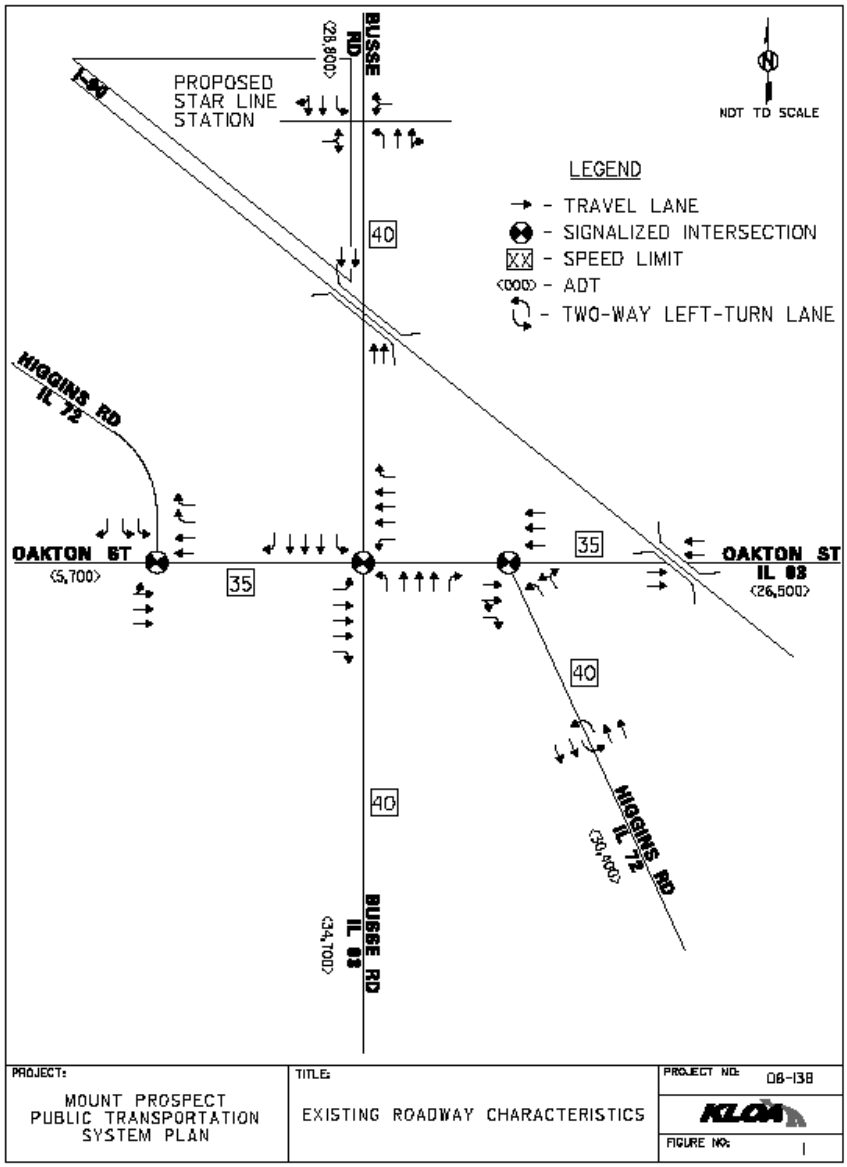
I-90 is grade separated with Busse Road. At this location Busse Road provides four lanes of traffic under I-90. South of this viaduct, at its signalized intersection with Oakton Street, Busse Road widens to an eight-lane cross section providing approaches with three through lanes, a separate left-turn lane, and a channelized right-turn lane. The road extends south of Oakton Street as a six-lane roadway divided by an approximate 20-foot wide raised median and is identified as Illinois 83. The Busse Road/Oakton Street intersection is signalized and is part of an interconnected signal system that extends along Oakton Street/Higgins Road.

3. Traffic Operations

Field observations were conducted throughout the half-mile radius study area during morning and evening peak periods. The lane capacity on Busse Road is adequate within the vicinity of the site given the existing traffic volumes. Observations show that the three closely spaced and coordinated intersections along Oakton Street operate with a cycle length of 120 seconds throughout the day and work reasonably well together as a whole. However, several movements experience long queues during the peak hours resulting in significant delay, especially between the eastern Higgins Road signal and the Busse Road signal which are only approximately 400 feet apart. Specifically, the critical movements through the corridor are the westbound to southbound left-turn movements on Illinois 83 and the through movements along Higgins Road because of the offset east and west legs. Field observations noted extensive left-turn queuing on the east approach of Oakton Street that regularly extended through the intersection with Higgins Road,

interfering with Higgins Road traffic attempting to turn left onto Oakton Street. The congestion between these two signals is exaggerated as vehicles from Higgins Road attempting to travel north on Busse Road must cross several lanes of traffic in a short distance causing blocked lanes. The delays/queues at the three intersections along the Oakton Street corridor are inherent as it is the convergence of several major regional arterial roadways with high traffic volumes.

Existing roadway characteristics are presented on the exhibit below.



Existing Roadway Characteristics

A-5 Public Transportation Improvement Recommendations

1. Pace Service Improvement Recommendations

The following is the rationale behind the Pace service improvements recommendations stipulated in Chapter VI.

a. Restructuring of Existing Services

Route 208 Golf Road:
Rationale: By restoring service to every 20 minutes, it is expected that there will be an increase in ridership due to the increase in frequency. In addition, frequent service is a key operating characteristic of Arterial Rapid Transit (ART) service. With increased frequency, this route would also better serve the retail located at Golf Road and Elmhurst Road and provide improved access to the Woodfield Mall area, Des Plaines, Old Orchard and Evanston. Additionally, in Pace's Customer Satisfaction Index, this route had a lower rating for schedule coordination with CTA and Metra (see *Existing Conditions Report*). By increasing service frequency, it is expected that connections with other modes will be improved. Increasing the frequency of this service, however, is expensive on both the capital side and operating side.

Route 226 Oakton Street:
Rationale: This adjustment will allow for a better span of service in the Village. The goals of this improvement are later service to serve a large number of work trips along Oakton Street and additional service to the Colony Apartments, a large apartment complex on the northwest corner of Oakton Road and Elmhurst Road. The additional expense seems to be in line with standard costs for service.

Route 694 Central Road – Mount Prospect Metra Station:
Rationale: This service would provide a link to a regional medical center that is currently un-served by public transportation. It would also provide midday service to a major employer, Bosch Tools, in Mount Prospect. Flexible service will allow senior citizens and persons with disabilities to more easily access their destinations. Midday flexible service is often appropriate for less dense suburban areas. This service tends to be on the more expensive end because flexible service typically carries only six passengers per hour.

Route 234 Wheeling Des Plaines:
Rationale: Route 234 suffered a significant ridership decrease after Metra began operation of the North Central Service in 1996. Route 234 was originally designed to carry passengers from north Mount Prospect, Prospect Heights and Wheeling to the downtown Mount Prospect Metra Station. However, once the Prospect Heights Metra Station on the North Central Service opened, people could access that station instead and did not have to take the bus into downtown Mount Prospect.

Subsequently, it is time to restructure this route to serve a new market. This route should be restructured to serve the IL Route 83/Elmhurst Road corridor by extending the route south of the Mount Prospect Metra Station along IL Route 83/ Elmhurst Road. Extending Route 234 further south creates a major north/south route that Mount Prospect has been missing and provides service to south Mount Prospect that was frequently requested by the public. A continuous north/south route would provide connections to employment centers along this corridor; however, since the Journey to Work data did not show significant trips between the Village of Wheeling and the Elk Grove Industrial Park, the additional expense of extending the route to Elk Grove Village would not be warranted at this time. Besides connecting downtown Mount Prospect to the south, this route would also serve the commercial areas at Dempster and Golf Roads, serve multifamily complexes, and provide improved connections to

routes serving the Elk Grove Industrial Park by transferring to another Pace bus at Oakton Street and Hamilton Road.

The restructured Route 234 would also provide connections to other regional services, including 1) Route 208 Golf Road with a connection at Golf/Elmhurst (this regional service operates between downtown Evanston and Pace's Northwest Transportation Center in Schaumburg) and 2) Route 606 Northwest Limited with a connection at Algonquin/Elmhurst (this regional service operates between the Rosemont CTA Blue Line Station and Woodfield Corporate Center in Schaumburg).

The restructuring of Route 234 would have to occur concurrently with the restructuring of Route 209 Busse Highway which is discussed in detail on the next page.

Route 209 Busse Hwy:
Rationale: This service will restore service that is along Northwest Highway that will be eliminated when Route 234 is extended to south Mount Prospect. Passengers currently traveling from Mount Prospect to Des Plaines will be able to continue to make this trip. These passengers will have to transfer in downtown Mount Prospect from the restructured Route 234 to the restructured Route 209. Approximately 60 passengers will have to transfer between the routes.

b. Addition of New Services

North Mount Prospect Flexible Route Service:
Rationale: This route improves midday service coverage to Kensington Business Center and Mount Prospect Plaza that has a Wal-Mart store. Experience has shown that Wal-Mart stores tend to be significant trip generators for both employment and shopping. The service will also allow for connections with the Metra service at the Mount Prospect Metra Station. This service also provides service to four of the top five employers in the Village along with improved access to retail developments along Rand Road and connects the Mount Prospect Metra Station to the Kensington Business Park. This route also serves a senior living residential building. The cost to operate this service appears to be in line with other Pace service. Also this new service will start to build a ridership base for the Rand Road corridor which Pace has expressed interest in serving.

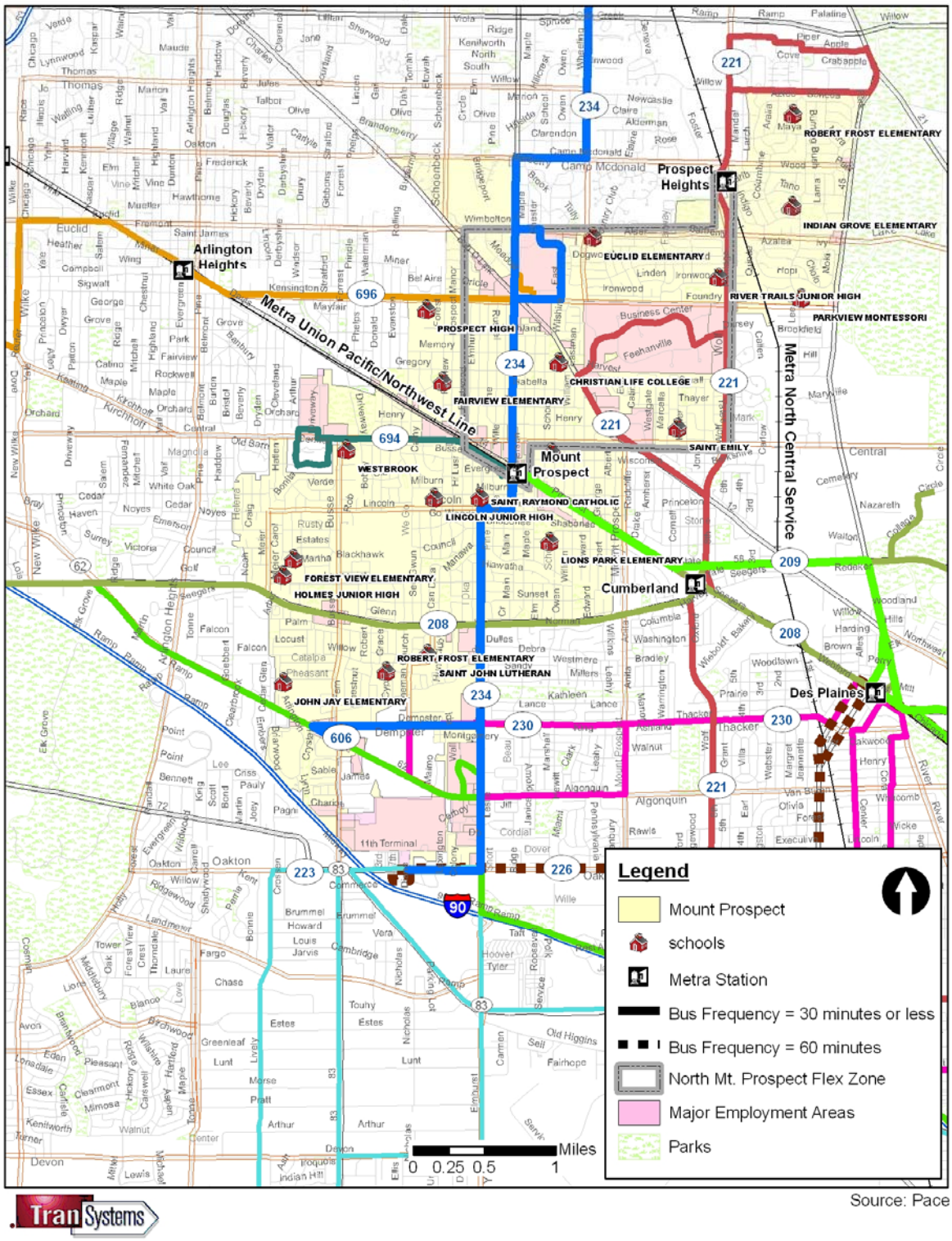
Service to O'Hare International Airport:
Rationale: This route would provide direct service to the O'Hare Transfer Metra Station for the residents of Mount Prospect. A recommendation for direct service was received as part of the public input. This route would allow direct service to employees of O'Hare. However, it is an expensive service to operate and the demand for service is not consistent as there are days of the week and times of the year where there is more airline travel.. Passengers would also have to transfer to a shuttle bus at O'Hare to get to the gates, increasing their trip length since public transportation buses are not allowed to serve the terminals at O'Hare Airport.

c. Recommendations by Service Period

The following figures show the existing and proposed bus routes by service periods. The proposed changes provide for additional service to the markets that were identified, address service concerns voiced by the public, and fill in "holes" in service coverage. The restructured Route 234 would operate during rush hours and midday. The two proposed flexible routes (i.e. the North Mount Prospect Flexible Service and the Route 694 midday flexible service) would greatly increase service coverage during the midday period. Providing one more trip on Route 226 and increasing the frequency of Route 208 also will help to improve service coverage overall.

None of the recommendations of this study improved service coverage in the evening time period, however. A long-term goal should be to increase service after 7:00pm. This can be accomplished two ways: monitoring productivity for the last hour of existing and proposed service and / or creating late night demand response service. Increasing productivity during the last hour of service is an indicator that ridership is growing and later service may be justified. As a guideline, when there are more than 10 boardings per trip within Mount Prospect, later service should be evaluated. The other way is to offer general public dial-a-ride service after 7:00 p.m. This curb to curb service requires passengers to make a reservation in advance. This service would provide late evening transportation to those that need it, while cultivating a market for later fixed or flexible service.

Mt. Prospect - Existing and Proposed Rush Hour Service

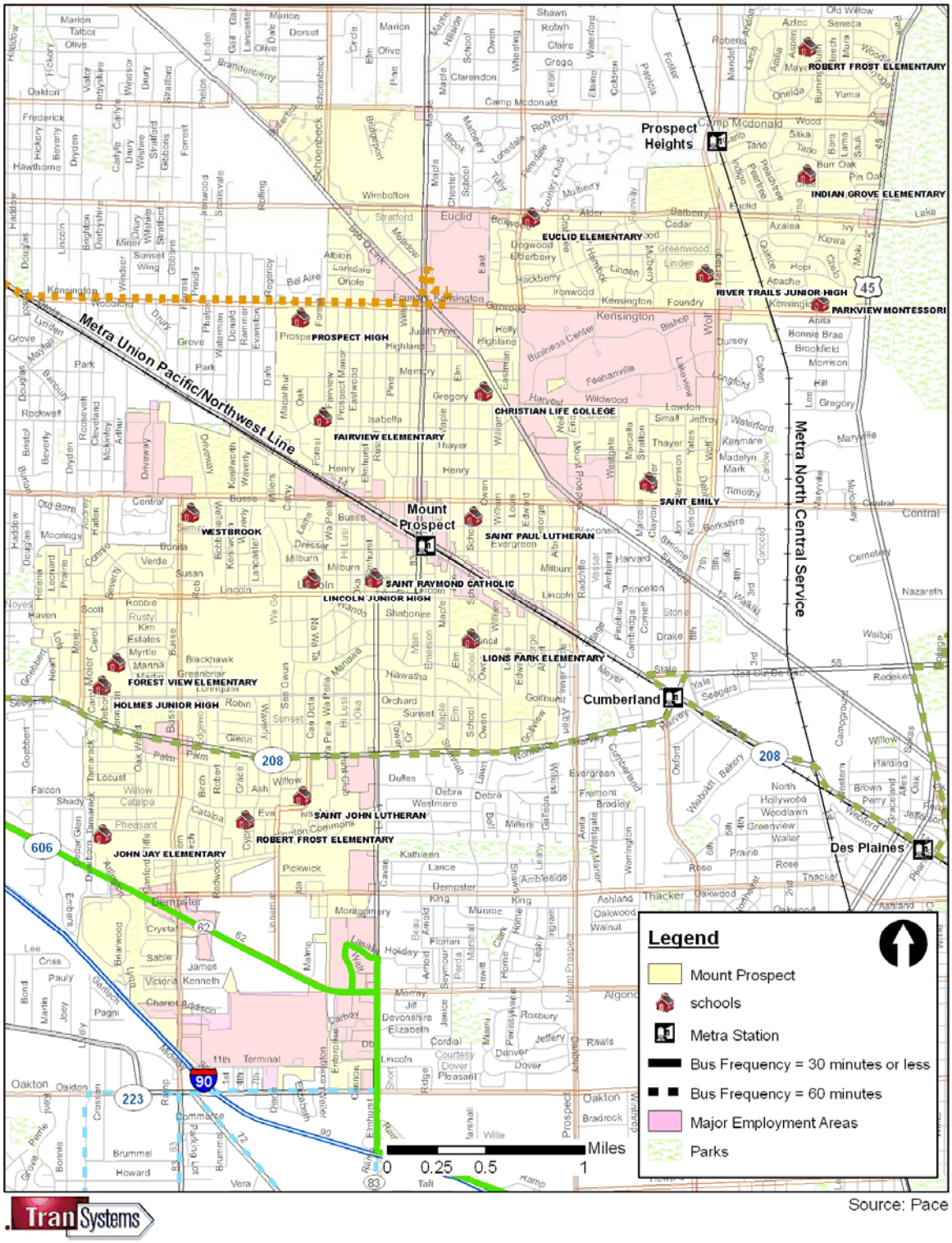


Mt. Prospect - Existing and Proposed Midday Service

Source: Pace

TranSystems

Mt. Prospect - Existing and Proposed Evening Service



Source: Pace

2. Bikeway System Connection Recommendations

The term "bikeway" means any road, street, path, or travel way, which in some manner is specifically designated as being available to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Village of Mount Prospect has made it an objective to promote multi-modal access to transit services and transit facilities within the community. By making connection improvements to the existing bikeway system, the Village is encouraging another mode choice for residents to use as they travel to places of work, shopping, or recreational opportunities. Two percent of the commuters boarding in the morning (approximately 26 riders) ride their bike to the Mount Prospect Metra Station to board a train(source: Meta's 2006 Origin-Destination Survey). Additionally, there are other commuters who ride their bicycle to the Pace routes that travel through town; each Pace bus can accommodate two bicycles. It is important that these commuters, as well as additional commuters, can easily transfer between modes.

As reported in the *Existing Conditions Report* there are already 30 miles of mapped on-street bike routes in the Village. The bikeway system recommendations involve the creation and development of additional on-street bicycle facilities and off-street trails in order to link the various transit services in the community. The recommendations were developed from input received from the public at the Vision Workshop, through stakeholder interviews, from the Steering Committee, and from research conducted by the project team.

a. Complete Streets Policies

On October 10, 2007 the State of Illinois adopted Senate Bill 314 requiring that bicycle and pedestrian ways be established in the planning and construction of all state transportation projects. The result has been a "Complete the Streets" movement to encourage change in the way most streets and roads are designed in the United States.

The benefits of "complete streets" are many. Complete streets improve safety for bicyclists and pedestrians, provide better access to transit, encourage walking and bicycling, help reduce congestion and improve air quality. Complete streets are designed and operated to enable safe access for all modes: pedestrians, bicycles, transit, and motor vehicles. Creating complete streets means transportation agencies must change their orientation toward building for cars and design and operate the entire right of way to enable safe access for all users. Places with complete streets policies are making sure that their streets and roads work for drivers, transit users, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

b. Design Considerations

No single type of bicycle facility will accommodate all types of bicyclists. Each skill level of rider will require different types of bikeway treatments. By establishing and implementing good design practices, the Village can create attractive, inviting facilities that will encourage more people of every level to bike more often. Bicycle amenities, including bicycle racks, signs, water fountains and information kiosks are also important as part of the overall planning effort.

c. Design Criteria

The following industry standards and accepted design practices in the State of Illinois should be referenced when planning, designing and implementing bikeways. These standards and guidelines can be found in the following manuals.

- *Guide for the Development of Bicycle Facilities,* AASHTO, August 1999
- *Policies and Procedures for Local Bicycle Facilities,* IDOT, December 1997
- *Policies and Procedures for Accommodating Bicycle Travel in Highway Improvements,* IDOT, August 1995

- *Federal Aid Procedures for Local Highway Improvements,* IDOT, 1984
- *Manual of Uniform Traffic Control Devices (MUCTD),* FHWA, Millennium Editions

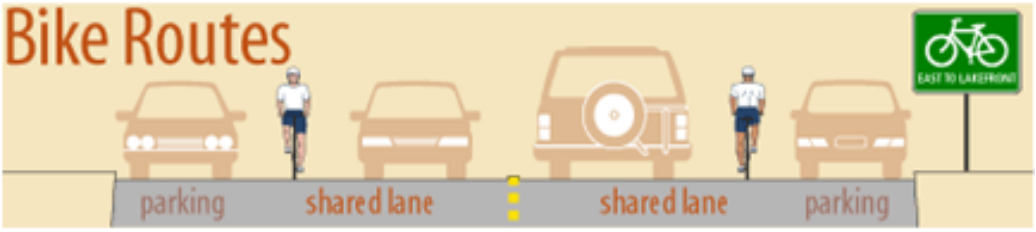
d. Types of Bikeways

The term "bikeway" means any road, street, path, or travelway, which in some manner is specifically designated as being available to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. Four types of bikeway treatments were reviewed for the *Bikeway Plan*. They are:

1. Signed Bike Routes
2. Bike Lanes
3. Marked Shared Lanes
4. Multi-Use Trails

The design criteria and design treatment for each of these applications are presented below.

1. Signed Bike Routes



(Source: City of Chicago: "Chicago Bike Map: Streets for Cycling")

Signed bike routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. Signage only (without pavement markings) is provided typically on streets that are residential streets with low traffic volumes or on busier streets that are not wide enough for bike lanes or shared pavement markings. Signage is provided to direct bicyclists in certain directions or to certain destinations. Cars and bicycles share the same lane.

Design Criteria

The signing of shared roadways indicates to bicyclists that there are particular advantages to using these routes compared to alternate routes. This means the responsible agencies have taken action to identify that these routes are suitable as shared routes and will be maintained. Routes should be considered for signing (without other treatments) only if some of the following criteria is met. A description of appropriate design treatments follow.

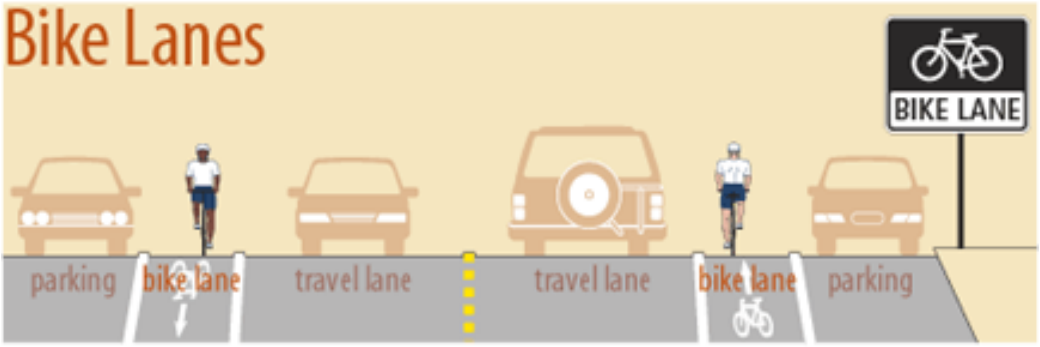
- The roadway is low traffic/low speed (up to 30 m.p.h.).
- The route provides a linkage to other bicycle facilities, such as bike lanes and multi-use paths.
- The road is a common route for bicyclists through a high-demand corridor.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as parks or schools.

- Street parking has been removed or restricted in areas of critical width to provide improved safety.
- Surface imperfections have been corrected (e.g., utility covers have been adjusted to grade, bicycle-proof drainage grates have been installed, potholes have been filled).
- Maintenance of the route is at a higher standard than that of other comparable streets (e.g., more frequent street sweeping).
- The street provides wider curb lanes than other parallel roads.

Design Treatment

- Bike route signs with optional directional information leading to points of interest or other bikeways
- Bicycle-safety drainage grates
- Smooth pavement, free of potholes
- Timing of signals system to allow safe bicycle crossing
- Placement of traffic signal bicycle detectors

2. Bike Lanes



(Source: City of Chicago: "Chicago Bike Map: Streets for Cycling")

Bike lanes serve the needs of all types of cyclists in urban and suburban areas, providing them with their own travel lane on the street surface. Bike lanes are usually established on streets with higher volumes of traffic and/or speed. Special pavement markings and signs identify the lanes.

While bike lanes are desired in many urban locations, designers face the reality that most urban streets are surrounded by built-up environments and are already constrained by large volumes of automobile traffic. The needs of cyclists can be accommodated by retrofitting bike lanes onto many existing urban roadways. Where existing widths don't allow full standards to be used, it may be possible to modify portions of the roadway to accommodate bike lanes. These modifications include reducing the width of the inside traffic lane, reducing the median width especially with the removal of raised-curb medians, removal of parking possibly in conjunction with providing off-street parking, and reducing the number of traffic lanes.

Design Criteria

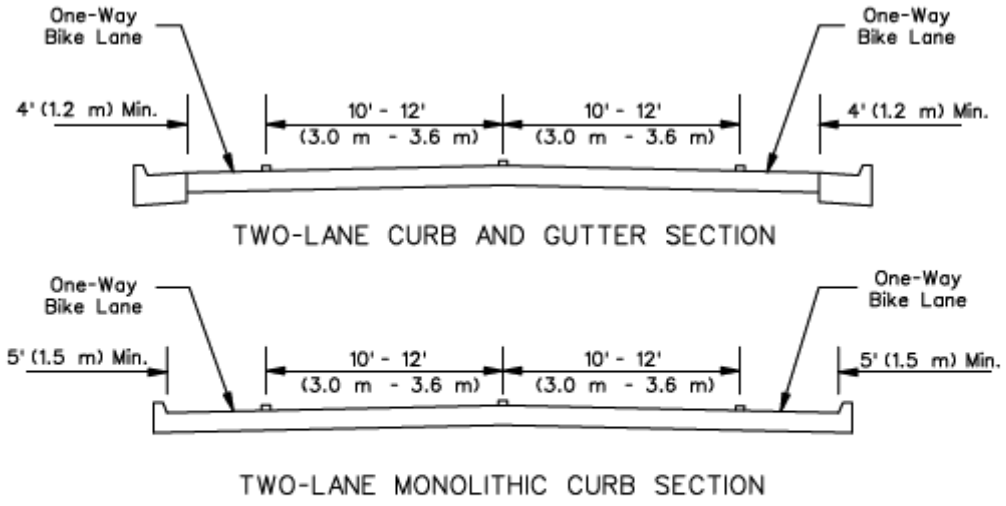
Bike lanes can be incorporated into a roadway when it is desirable to delineate available road space for preferential use by bicyclists and motorists, and to provide for more predictable movements by each. Bike lane markings can increase a bicyclist's confidence that motorists will not stray into their path of travel.

- Typically applied to minor arterial and collector streets
- The roadways have higher traffic volumes and higher speeds (30 – 40 m.p.h.)
- The roadways serve as through routes and provide access to destinations
- The roadways are preferred routes for bicyclists as they offer a combination of direct access and desirable traffic characteristics

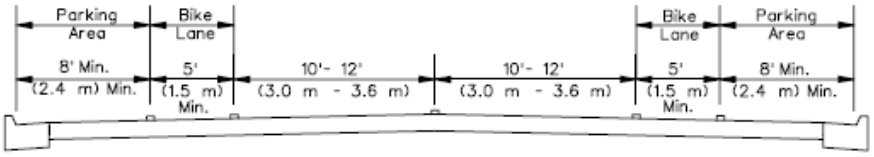
Design Treatment

- Always implemented as one-way facilities located on both sides of a street
- Signs and pavement stencils indicate direction of travel (i.e. on the right, with traffic)
- Curbed street without parking: minimum lane width of 4 feet adjacent to curb and gutter, not including the width of the gutter flag; must be a minimum of 3 feet of rideable surface to the left of the gutter pan
- Curbed street with parking: minimum lane width of 5 feet; located between parking lane and through traffic lane
- Wider bike lanes are recommended on streets with higher motor vehicle speeds and traffic volumes, or where pedestrian traffic in the bike lane is anticipated
- Pavement markings should follow standards set in the Manual on Uniform Traffic Control Devices (MUCTD) and the 1999 AASHTO Guide for the Development of Bicycle Facilities.

The following are minimum cross section requirements. Width measurements are taken from the curb face to the bicycle lane stripe.



MINIMUM CROSS SECTIONS FOR CURBED STREETS WITHOUT PARKING (Marked Bicycle Lanes)

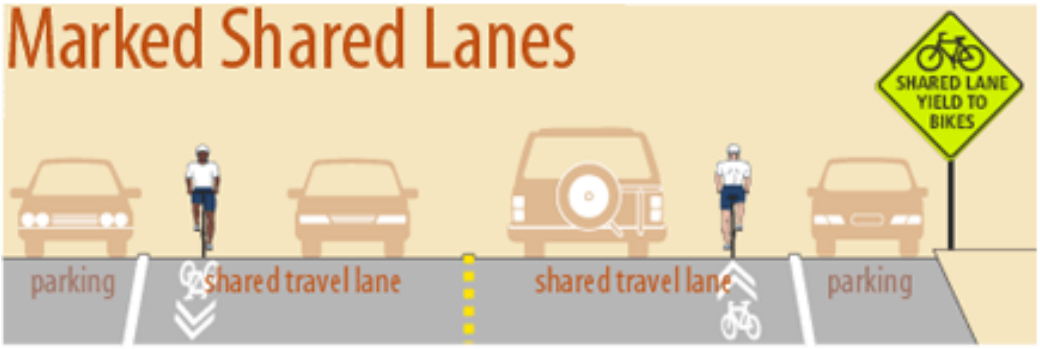


TWO-LANE SECTION WITH SEPARATE
BICYCLE LANE AND CURB PARKING
(Marked Bicycle Lanes)

MINIMUM CROSS SECTION FOR CURBED STREETS WITH PARKING

(Source: "Chapter 42, Bicycle Facilities", IDOT Bureau of Local Roads and Streets Manual)

3. Marked Shared Lanes



(Source: City of Chicago: "Chicago Bike Map: Streets for Cycling")

Marked shared lanes are appropriate on streets that typically cannot accommodate a bike lane. The pavement markings alerts the motorist that their travel lane is being shared by a bicyclist.

Design Criteria

Similar to bike lanes, marked shared lanes can increase a bicyclist's confidence in motorists not straying into their path of travel.

- Typically established on streets that are too narrow for bike lanes.
- The roadways have higher traffic volumes and higher speeds (30 – 40 m.p.h.)
- The roadways serve as through routes and provide access to destinations.
- The roads are preferred routes for bicyclists as they offer a combination of direct access and desirable traffic characteristics.

Design Treatment

- Special pavement markings and signage encourage cars to share the lane with bicyclists
- A wide curb lane may be provided where there is inadequate width to provide bike lanes or shoulder bikeways. Wide curb lanes can often be installed by narrowing inner lanes on a multi-lane arterial, thereby re-allocating roadway space so that the outside (curb) lanes are wider.
- To be effective, a wide lane must be at least 14-feet wide, but less than 16-feet wide. Usable width is normally measured from the curb face to the center of the lane stripe, but adjustments need to be made for drainage grates, parking, and the ridge between the pavement and gutter. Widths greater than 16-feet encourage the undesirable operation of two motor vehicles in one lane. In this situation, a bike lane or shoulder bikeway should be striped.

4. Multi-Use Trails

(Source: City of Chicago: "Chicago Bike Map: Streets for Cycling")

Multi-use trails, also called multi-use paths or shared use paths, are paths separated from the road for bicyclists, walkers, runners, and in-line skaters. The term "sidepath" indicates a shared use path immediately paralleling the roadway.[4] Sidepaths can be used in combination with on-road treatments.

[4] A note on sidepaths: When two-way shared paths are located immediately adjacent to a roadway, some operational problems are likely to occur. When the path ends, bicyclists going against traffic will tend to continue to travel on the wrong side of the street. Likewise bicyclists approaching a shared use path often travel on the wrong side of the street in getting to the path. Wrong-way travel by bicyclists is a major cause of bicycle/automobile crashes and should be discouraged at every opportunity. At intersections, motorists entering or crossing the path may not notice the bicyclist or anticipate the speed of the bicyclist. In addition, many bicyclists will use the roadway instead of the shared use path because they have found the roadway to be more convenient. A solution is to have a wide separation between a shared use path and the adjacent roadway to identify that the path functions as an independent facility for bicyclists and others. When this is not possible, and the distance between the edge of the shoulder and the shared use path is less than five feet, a suitable physical barrier is recommended.

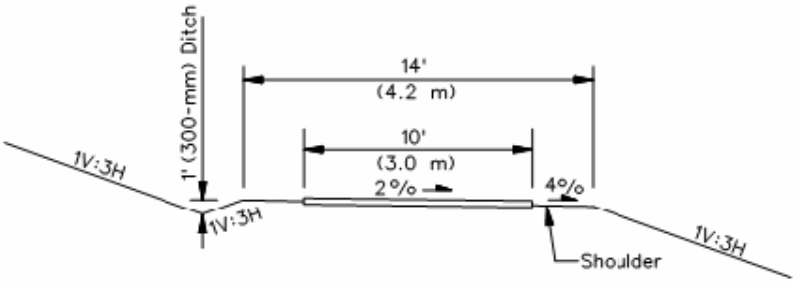
Design Criteria

Multi-use trails can be provided parallel to the road in lieu of a sidewalk or provided away from roadways within parks, forest preserves, along abandoned railroad rights-of-ways, within utility easements, and along creeks. They are also provided as part of planned developments.

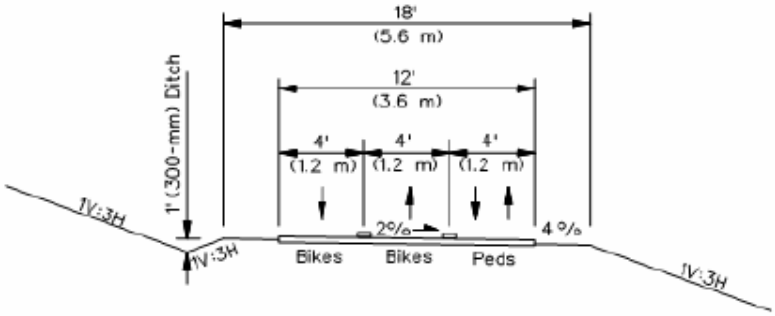
- They typically serve corridors not served by streets and highways.
- They can be parallel to roadways with higher traffic volumes (30 - 45 m.p.h.).
- They should offer an opportunity not provided by the road system, such as a recreational purpose.
- They could be used to close gaps in bicycle travel caused by construction of cul-de-sacs, railroads and freeways.
- Multi-use trail should be designed to be used by others, such as pedestrians, joggers, dog walkers, skate boarders, and in-line skaters.

Design Treatment

The following are typical cross-sections for multi-use trails.



TYPICAL SHARED USE PATH FOR AVERAGE SHARED USE



TYPICAL SHARED USE PATH FOR SUBSTANTIAL SHARED USE

(More Than 300 Users in Peak Hour, Striping is Optional)

TYPICAL CROSS SECTIONS FOR TWO-WAY, SHARED-USE BICYCLE PATHS

(Source: "Chapter 42, Bicycle Facilities", IDOT Bureau of Local Roads and Streets Manual)

The following table shows the appropriate trail width based on anticipated volume and direction of travel.

Multi-Use Trail Width Dimensions

Anticipated Volume	One Way	Two Way
<100 Users per Peak Hour	5 feet	8 feet
100-300 Users per Peak Hour	6 feet	10 feet
>300 Users per Peak Hours	7 feet	12 feet

Notes:

- It should be recognized that one-way bicycle trails will be used as two-way facilities.
- Provide a minimum of 2 feet wide graded turf or gravel area to both sides of the pavement
- Provide a minimum 3 feet to maximum of 6 feet clear area from the edge of trail to allow for signs, trees, poles, walls, fences, guardrails and other lateral obstructions

(Source: "Chapter 42, Bicycle Facilities", IDOT Bureau of Local Roads and Streets)

Surface materials for multi-use trails vary. The table below provides the advantages and disadvantages to the four treatment possibilities.

Surface Materials for Multi-Use Trails

Surface Material	Advantages	Disadvantages
Crushed Aggregate	Soft but firm surface; natural material, moderate cost, rough surface; would not accommodate all users (e.g. in-line skaters)	Surface can rut or erode from heavy rainfall; regular maintenance needed to keep consistent surface; not for slopes >3.0%
Bituminous Surface Treatment (i.e. oil and chip)	Inexpensive to apply; more stable surface, durable; would accommodate all types of users	Potential of oil bleeding to surface in hot weather
Asphalt	Hard surface; would accommodate all types of users; all weather - does not erode; low maintenance	Higher installation costs and more costly to repair; freeze/thaw can crack surface
Concrete	Hardest surface; would accommodate all types of users; lowest maintenance; best for cold weather and wet conditions	High installation costs and costly to repair; not a natural looking surface

(Source: "Chapter 42, Bicycle Facilities", IDOT Bureau of Local Roads and Streets Manual)

e. Design Application

There is still considerable debate over the appropriate choice of a bicycle facility type in any given set of circumstances. There are no hard and fast rule or warrants that apply across the board. Engineering judgment and planning skills will always remain as the critical decision tools to determine whether a striped bike lane is most important, for example, or whether the bicyclist will be better served by a sidepath.

The table below provides additional guidance when determining what design treatment is most applicable. At a minimum, all bikeways should be signed as a bike route. Pavement markings and bike

lanes are recommended wherever there is an opportunity on streets with higher traffic volumes. Multi-use trails are recommended where new development allows or within parks and forest preserves.

Recommended Design Treatment by Street Type

Roadway Type	Recommended Bikeway Treatment
Interstates, Expressways	No bicycling permitted
Regionally Significant Arterial Streets	Wide curb lanes or paved shoulders
Minor Arterial and Collector Streets	Marked bike lanes, pavement markings, and/or multi-use trails
Local Neighborhood Streets	Sign as a bike route
Parks and Forest Preserves, Utility Easements, Rail Corridors, Waterways	Multi-use trails

f. Roadway Signage, Pavement Markings, and Traffic Signals

1. Roadway Signage

Route signing for the Mount Prospect bikeway network should generally follow the *2003 Manual of Uniform Traffic Control Devices (MUCTD)* and local ordinances. In brief, all bike routes should be signed with a variation of the standard white-on-green sign. The recommended sign would feature the standard bicycle symbol followed by the name of the route (where appropriate) and an arrow showing the direction of travel. These signs should be used at the beginning of each route and repeated at two to three block intervals, as well as at any location where the route jogs or changes direction.

Bicycle lanes should be designated with the standard black on white bicycle lane sign The signs should be located at the beginning of every block where the bike lane is present.

2. Pavement Markings

General guidance on pavement marking is also provided in the MUTCD. Pavement markings should accomplish two things: channel bikeway users to cross at a clearly defined location and provide a clear message to motorists that this particular section of the road must be shared with other users. A bike lane should be delineated from the motor vehicle travel lanes with a solid 6-inch white line. An 8-inch line width may be used for added distinction. If on-street parking is present, a second 4-inch white line can be placed between the parking and bike lane to discourage motorists from using the combined bike lane/parking lane as a through travel lane.

For the bikeway users, a clear message must be presented in a location where it will be seen by that user. Traditional treatments have included the bicycle crossing sign, the pedestrian crossing sign, and the pedestrian crosswalk lines.

3. Signal Activation

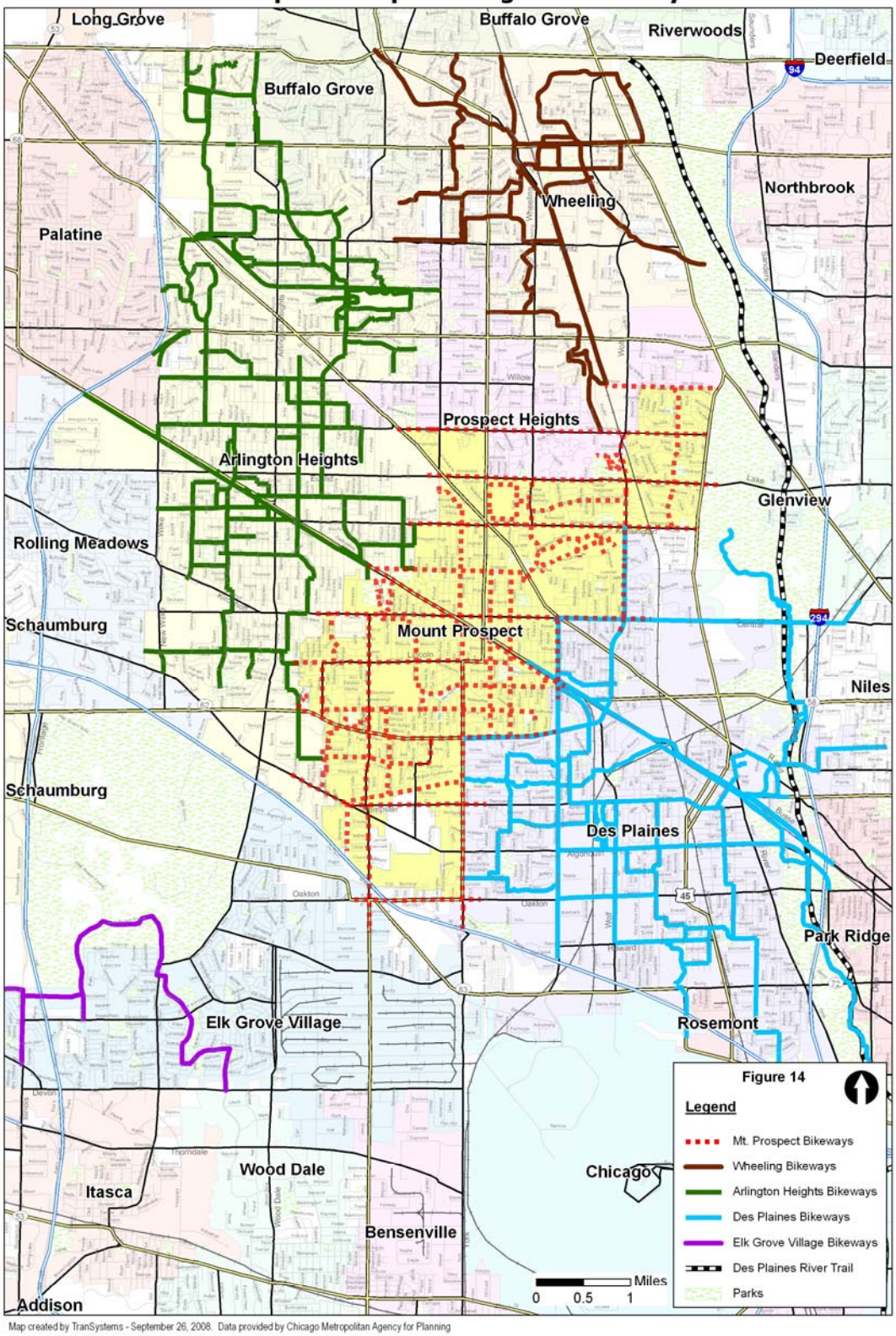
At signalized intersections, the timing of the traffic signal cycle as well as the method of detecting the presence of bicyclists should be considered. Bicycles have difficulty activating demand-actuated traffic signals as the location of the pavement detector is difficult to find. Pedestrian push-button actuation if present, is often inconveniently located for on-road bikes. Therefore, pavement markings (MUCTD-approved Bicycle Detector Pavement Marking) together with a Bicycle Signal Actuation Sign can locate the appropriate place for the bicyclist to stop to actuate the signal. Quadruple loop detectors can also be installed as they are more sensitive to bicycles. Traffic signals can also be modified to provide an adequate clearance interval for bicyclists who are crossing at the end of the green.

g. Regional Connections

An objective of the bikeway plan is to provide an opportunity for connections to surrounding bikeway systems as part of a regional system of bikeways. In order to do this, a data base assembled by the Chicago Metropolitan Agency for Planning, the Bikeway Inventory System (BIS), was reviewed. The BIS represents a coordinated system to record existing and planned bike facilities in the metropolitan area. The data base is comprised of plans that have been developed and adopted by local governments, sub-regional Councils of Mayors, and counties. It is presented in a GIS format and provides data on the name of the roadway that the facility is on, origin and destination, whether the facility is currently constructed or planned and the type of surface if known.

The following exhibit reflects existing and proposed bikeway facilities in the surrounding communities and the proposed bikeway system for Mount Prospect.

Mt. Prospect - Proposed Regional Bikeway Plan



Map created by TranSystems - September 26, 2008. Data provided by Chicago Metropolitan Agency for Planning

TranSystems

Federal and State Funding Sources

The following describes the general funding sources that would most likely be available for new or improved service improvements recommended in this *Plan.*

1. Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program, a program of the U.S. Department of Transportation, Federal Highway Administration, provides funds to States for transportation projects designed to improve air quality and reduce traffic congestion, particularly in areas of the country that do not attain national air quality standards. Created by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the program was reauthorized under the Transportation Equity Act for the 21st Century (TEA-21) in 1997, and again as part of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. Since 1991, the CMAQ Program has provided funding to State DOTs, MPOs, and transit agencies for over 16,000 projects, and has been a key mechanism for supporting investments that help urban areas meet air quality goals, encourage alternatives to driving alone, and improve traffic flow. The formula for distribution of funds, which considers an area's population by county and the severity of its ozone and carbon monoxide problems within the nonattainment or maintenance area, with greater weight given to areas that are both carbon monoxide and ozone nonattainment/maintenance areas, is followed. The funds may be used for the following categories:

- *Transit Service Improvements*
  CMAQ funds may be used to support projects that increase the use of public transportation systems. Generally, there are four broad categories of transit service-related projects or programs:

  1. Transit System Startup- These projects are new rail systems, bus service or vanpools. Operating expenses for new systems can be reimbursed for up to three years.
  2. Transit Transfer Facilities-These projects increase the convenience of transferring between transit services.
  3. Transit Facility Improvements- These projects enhance the existing transit systems through adding or improving facilities such as stations. The improvements have to consist of major capital infrastructure projects and not just minimal improvements to stations. It is difficult to use these funds for station rehabilitation.
  4. Transit Service and Equipment- These projects enhance the existing transit system through improvements such as increasing the frequency or operating speed or service on bus routes or rail lines. Operating expenses can be reimbursed for up to three years.

     Note that with regard to transit operating expenses, CMAQ funds may not replace existing funding sources for transit operations or increase the general subsidy of existing operations.

- *Commuter Parking Facilities*
  CMAQ funds may be used for new or expanded park-n-ride facilities and parking structures.

- *Bicycle and Pedestrian Facility Projects*
  CMAQ supports a wide range of investments and strategies to facilitate and encourage non-motorized travel. Some examples of these projects include bicycle paths and lanes, sidewalks, and pedestrian urban design enhancements. Recreational facilities often do not make good CMAQ project candidates, however.

- *Bicycle Parking and Bicycle Encouragement Projects*
  CMAQ funds support projects that create or increase the availability of parking facilities for bicycles and promote the use of bicycles, thereby eliminating auto trips. Examples include bicycle racks or lockers, bicycle/pedestrian marketing materials, educational programs and bicycle sharing projects.

a. Application Process

Application deadline has typically been in January of each year. Applications area submitted during an annual "Call for Projects". FY2010 applications were submitted to the Planning Liaison of the Mayors and Managers councils for review and then submitted to the Chicago Metropolitan Agency for Planning (CMAP). CMAP's CMAQ Project Selection Committee selects projects in northeastern Illinois, with subsequent approval by the Transportation Committee, Programming Coordination Committee, CMAP Board and MPO Policy Committee. The CMAP staff performs technical analysis of all projects. The Illinois Department of Transportation administers the project. Applications are available on the project website at www.cmap.illinois.gov/cmaq/default.aspx.

b. Program Selection

The following principles were developed by the review committee for this region:

- All eligible projects are accepted for consideration
- Projects must lead to quantifiable reductions in auto emissions and/or congestion
- Sponsors must commit local match to apply for CMAQ funding (at least 20% of the total project cost in most cases)

c. Project Sponsors and Local Match

Project proposals must be either submitted or sponsored by any state agency or local government. A sponsor is any state agency or unit of government having the authority to levy taxes and those agencies authorized to receive FTA Section 5307 funding. The sponsoring agency must commit the local matching funds (at least 20% of the total project cost).

4. Availability

Pros:

The following new services could potentially be eligible for CMAQ funding under the category "Transit System Start-Up":

- North Mount Prospect Call and Ride
- New Service to O'Hare Airport

The following improvements could potentially be eligible for CMAQ funding under the category "Transit Transfer Facilities":

- Any capital improvements required at the three proposed hubs (i.e. Randhurst Mall, Mount Prospect Station and proposed STAR Line Station) that would increase the convenience of transferring between services (e.g. bus shelters, waiting areas, pedestrian crosswalks and safety enhancements)

The following improvements could potentially be eligible for CMAQ funding under the category "Transit Service and Equipment":

- Route 208 Golf Road, more frequent service

The following improvements could potentially be eligible for CMAQ funding under the category "Bicycle and Pedestrian Facility Projects"

- All recommended bikeway improvements that provide connections to places of employment and connections to transit.

The following improvements could potentially be eligible for CMAQ funding under the category "Bicycle Parking and Bicycle Encouragement Projects"

- The addition of bicycle racks at bus stops as recommended in Chapter I.
- Educational and encouragement programs and promotional materials that the Village may want to utilize to encourage a multi-modal transportation network in the community.

Cons:

- Although the CMAQ program can support new transit services as stated above, the CMAQ program for northeastern Illinois has historically consisted primarily of capital projects associated with vehicle procurement, and construction of installation of new transportation systems.
- Federal aid is often most efficiently used for substantial facility and service improvements; the administrative burden of a federal-aid project is substantial. Thus, a small project is often best accomplished with local funds to avoid this burden.
- CMAQ funds are limited to three years of start up operations. If a new bus service was put into place, a permanent funding source to fund future operations would need to be identified.
- It may be difficult to prove a reduction in emissions in the region, a main objective of this funding program, since the proposed new bus services are local, not regional, services.

2. Job Access and Reverse Commute (JARC)

The Job Access and Reverse Commute (JARC) program was established by the Federal Transit Authority (FTA) to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services.

The JARC program also funds reverse commute transit services available to the general public. The program is now entirely funded from the Mass Transit Account of the Highway Trust Fund, but was partially funded with General Funds in 2005 from the extension of TEA-21. This is a formula program instead of a discretionary program as was the case in TEA-21. Formula allocations are based on the number of low-income persons.

Eligible projects include late-night and weekend service, shuttle service, expanding fixed-route mass transit routes, transit related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commuter or providing bicycle storage at transit stations), and promotion through marketing efforts of the use of transit by workers with nontraditional work schedules.

a. Application Process

Applications are submitted to the RTA. Applications are submitted during an annual "Call for Projects". In 2008, applications were due in March. The selection review committee is made up of five staff people, one from IDOT, and two each from the RTA and CMAP. Applicants are not restricted from applying for multi-year funding. However, projects may be limited to one year of funding at the discretion of the selection review committee. Applications are available on the project website at www.rtachicago.org/jarcnf.

b. Project Sponsors and Local Match

The Regional Transportation Authority (RTA) is the designated recipient of JARC funds and responsible for overseeing and administering the program in northeastern Illinois, including the development of an annual Program of Projects (POP). The POP is the document that the RTA submits annually to the FTA listing the projects selected for funding. Sources for matching funds are expanded (non-DOT Federal funds can be used as match) to encourage coordination with other programs such as those funded by the Department of Health and Human Services. Entities eligible to apply and receive funding under the JARC program include private non-profit organizations, state or local government authorities, public operators of public transportation services, and private operators of public transportation services. The RTA service boards (i.e. Metra, Pace and CTA) are public operators and are allowed to apply for and receive grants directly from the FTA. Any of the other eligible recipients noted above would need to enter into a grant agreement with the RTA in order to receive funding and implement the project.

Capital projects are funded 80% federal and 20% local match. Operating projects are funded 50% federal and 50% local match.

c. Applicability

Pros:

The following services could potentially be eligible for JARC funding:

- Route 234 Wheeling Des Plaines, restructured service
- North Mount Prospect Call and Ride Service
- The addition of bicycle racks at bus stops as recommended in Chapter I.
- Educational and encouragement programs and promotional materials that the Village may want to utilize to encourage a multi-modal transportation network in the community.

Cons:

- It may be difficult to prove that the users of the new or expanded bus services are low income individuals
- Funds might only be allocated for one year. If a new bus service was put into place, a permanent funding source to fund future operations would need to be identified.

3. Innovation, Coordination and Enhancement Program (ICE)

The Innovation, Coordination and Enhancement (ICE) program was established as part of the Mass Transit Funding and Reform Legislative Package (P.A. 95-0708) enacted in January 2008 by the State of Illinois. P.A. 95-0708 authorizes the Regional Transportation Authority (RTA) to establish a new competitive funding program (with a $10 million annual appropriation in 2008) to enhance the coordination and integration of public transportation, and to develop and implement innovations to improve the quality and delivery of public transportation. ICE program funds are for operating or capital grants or loans that advance the goals and objectives of the RTA's strategic plan. Eligible recipients include the RTA's Service Boards (Chicago Transit Authority, Metra and Pace), transportation agencies, or units of local government.

The intent of the ICE program is to advance the RTA's Strategic Plan goal of providing transportation options by ensuring that passengers experience a seamless public transportation system with coordinated fares, services, information and physical connections. In addition, the ICE program will support the Strategic Plan objectives of facilitating the use of transit to access jobs and for other trip purposes, providing reliable and convenient transit services, and enhancing efficiencies through effective management, innovation and technology. To accomplish these goals and objectives, the RTA will select (through a competitive application process) cost-effective capital and operating projects that promote innovation, coordination and enhancement

of the regional public transportation system.

There is a two-year limit for operating funds through the ICE program. Therefore, the potential for sustainability and self-sufficiency beyond the grant period will be a major determining factor for operating projects. In order to achieve the most benefit with available resources, project readiness and local match percentage will also be considered for all project types. Project elements funded through the ICE program must be initiated within one year of grant execution

The following example projects would be consistent with the objectives of the ICE program:

- Shuttle bus services from rail stations and/or bus transfer facilities to key regional destinations and major activity centers
- Bus route extensions and/or bus route inter-lining to serve key regional destinations and major activity centers
- Rail and bus reverse commute, intra-community, and/or off-peak services that enhance regional mobility by facilitating interagency connections
- Creation of new interagency transfer opportunities at locations were services currently intersect (rail to rail, rail to bus, bus to bus)
- Physical modifications to facilitate transfers at existing inter-agency locations to enhance/improve critical local or regional connections
- Innovations that make it easier for transit customers to pay for travel on different parts of the RTA system with a single transaction or fare instrument
- Signal priority applications for transit
- Schedule adherence technology to improve connections
- Transfer connection protection applications
- Use of Real Time information technology to enhance mobility
- Bus Rapid Transit (BRT) applications
- Passenger information products and applications that enhance mobility
- Passenger amenities for customers that need to transfer, i.e. shelters, benches, kiosks, etc.)

This list is not intended to be exclusive, therefore other types of projects that are consistent with the ICE program will also be evaluated and ranked in accordance with the project selection criteria. The criteria for ranking project applications are listed below. These criteria are designed to affirm eligibility of the submitted projects and to gauge the relative strengths of the projects with respect to:

- Ability to enhance the coordination and integration of public transportation
- Ability to improve the quality and delivery of public transportation
- Cost effectiveness (cost vs. number of passengers served)
- Sustainability/Self sufficiency (i.e., long term viability)
- Project Readiness/Ability to Implement
- Local match considered for funding

a. Application Process

Applications are submitted to the RTA. The RTA will initiate a “Call for Projects” and then sets a deadline for applications. Refer to the project website for schedule updates and applications at www.rtachicago.org/ice.

b. Project Sponsors and Local Match

Applicants pursuing design, engineering, and capital projects through the ICE program are recommended to provide a 20% share of local matching funds. Applicants pursuing ICE

funding for operating purposes are recommended to provide a 50% share of local matching funds. The willingness of the applicant to provide the recommended level of matching funds demonstrates to the RTA that the applicant is a viable partner, is ready to implement the project, and is serious about the financial sustainability of the project. Accordingly, the amount of local funding share provided will be reflected in the project selection criteria. Examples of sources of local match that may be used include the following:

- Local appropriations
- Dedicated tax revenues
- Private donations
- Net income generated from advertising and concessions

While use of ICE funds to supplement federal or state funds is encouraged, such federal or state funds generally are not considered appropriate for meeting the local match goal of the ICE program.

c. Applicability

Pros:

The following proposed services could potentially be eligible for ICE funding:

- North Mount Prospect Call and Ride
- Route 694 Central Road, flexible service to Northwest Community Hospital
- Route 234 Wheeling Des Plaines, restructured service

Any capital improvements required at the three proposed hubs (i.e. Randhurst Mall, Mount Prospect Station and STAR L:ine Station) that would increase the convenience of transferring between services (e.g. bus shelters, waiting areas, pedestrian crosswalks and safety enhancements)

Any pedestrian amenities at the Mount Prospect Metra Station or at bus stops

Cons:

- This is a new program so criteria for eligible projects is still being developed.
- Funds might only be allocated for one year. If a new bus service was put into place, a permanent funding source to fund future operations would need to be identified.

4. Illinois Transportation Enhancement Program (ITEP)

The Illinois Transportation Enhancement Program (ITEP) is a federally sponsored program funded through SAFETEA-LU. The program funds community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the transportation infrastructure. A project must quality as one of the 12 eligible categories listed below:

- Pedestrian and bicycle facilities
- Historic preservation
- Rehabilitation of historic transportation facilities
- Landscaping and scenic beautification
- Scenic and historic highways
- Scenic easements
- Transportation museums
- Outdoor advertising control

- Safety education for pedestrians and bicyclist
- Rails to trails corridor preservation
- Archeological planning and research
- Mitigation for roadway runoff and wildlife connectivity

a. Application Process

Applications are submitted to the Illinois Department of Transportation and to the Chicago Metropolitan Agency for Planning for review once there is a "call for projects".

b. Project Sponsors and Local Match

Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.

c. Applicability

Pros:

The following proposed services could potentially be eligible for ITEP funding:

- Any of the bikeway system improvements
- Pedestrian linkages to existing and proposed Pace services and Metra stations
- Any marketing , educational, or promotional programs

Cons:

- The capital costs associated with the recommended bikeway and pedestrian improvem might not be significant enough to be eligible for program funds.

5. Illinois Safe Routes to School Program

The Illinois Safe Routes to School Program (SRTS) is a federal funded program administered by the Illinois Department of Transportation. The Illinois Safe Routes to School Program (SRTS) is a federal funding program administered by the Illinois Department of Transportation. The SRTS program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. SRTS uses a multidisciplinary approach to improve conditions for students who walk or bike to school. The program has three main goals:

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (within 2 miles) of both public and private primary and middle schools (grades K-8).

Illinois Safe Routes to School funds both infrastructure improvements to the physical environment as well as non-infrastructure projects. Eligible project sponsors include schools and school districts, governmental entities and non-profit organizations. Projects may be organized on a variety of jurisdictional levels.

a. Application Process

In 2008, the call for projects began in September with applications due on December 15th. Prior to the application, a School Travel Plan (STP) needed to be submitted and approved. Any projects and activities for which funding is being sought must be included in the STP. More information is available at www.dot.il.gov/saferoutes/saferouteshome.aspx.

b. Project Sponsors and Local Match

The Illinois Safe Routes to School Program (SRTS) is administered by the Illinois Department of Transportation (IDOT). Projects are funded at 100% with no local match required. Between 70% and 90% of funds will support infrastructure projects. 10% to 30% of funds will support non-infrastructure programs.

c. Applicability

Pros:

The following proposed services could potentially be eligible for SRTS funding:

- All recommended bikeway improvements that provide connections to schools
- Any marketing , educational, or promotional programs associated with biking to school

Cons:

- It may be difficult in providing the necessary interface between the bikeway and transit facility through this program since the focus is on safe routes to schools, and not access to transit.

6. Bikes Belong Coalition

Bikes Belong is sponsored by the U.S. bicycle industry with the goal of putting more people on bicycles more often. The organization has nearly 400 members—bicycle suppliers and retailers combining resources to improve bicycling in America. Based in Boulder, Colorado, they carefully select projects and partnerships that have the capacity to make a difference.

Bikes Belong concentrate their efforts in the following areas:

- Encourage ridership growth and increase bicycle industry sales by supporting bicycle facility projects.
- Support bicycle advocacy initiatives that have the potential for significant impact on ridership growth.
- Promote bicycling to the public.
- Build political support for bicycling.
- Leverage other sources of funding for bicycling.
- Serve geographically diverse regions and populations.

Funded projects include bike paths, lanes, and routes, as well as bike parks, mountain bike trails, BMX facilities, and large-scale bicycle advocacy initiatives.

Since 1999, Bikes Belong has awarded 180 grants to municipalities and grassroots groups in 45 states and the District of Columbia, investing nearly $1.5 million in community bicycling projects and leveraging close to $500 million in federal, state, and private funding.

a. Application Process

For the facility category, Bikes Belong will accept applications from nonprofit organizations whose missions are bicycle and/or trail specific. They also accept applications from public agencies and departments at the national, state, regional, and local levels, however they encourage these municipalities to align with a local bicycle advocacy group that will help develop and advance the project or program. Applications are accepted on line at www.bikesbelong.org.

b. Project Sponsors and Local Match

Applicants can request up to $10,000. No local match is required. The Village will need to develop a partnership with local bicycle advocacy group, such as Active Transportation Alliance (ATA).

c. Applicability

Pros:

The following proposed services could potentially be eligible for Bikes Belong funding:

- All recommended bikeway improvements
- Any marketing , educational, or promotional programs associated with the bikeway program

Cons:

- None known

Local Funding Sources

In the past, Pace has participated in applying for federal funds on behalf of communities and often times provided the local match required. Due to significant funding constraints, Pace is rethinking these policies and has indicated that in the foreseeable future they are not able to provide the local match for operating costs of new services. They also will not be applying for the funding on behalf of the municipality. Pace would be able to support local agencies by providing vehicles, technical and planning support for the new services. Subsequently, in order for new services to be implemented, it would fall to the Village to provide or find a sponsor for the local match, and solicit the appropriate funds.

There are a number of local municipalities and townships that sponsor and support transit services for the general public. Some of these services are provided in partnership with Pace, others are provided solely by the community. The Village of Schaumburg sponsors the Lunchtime Shoppers Shuttle, the Woodfield Trolley, and general public dial-a-ride service. The Village of Niles sponsors the Niles Free Bus service. The Village of Downers Grove sponsors the Grove Commuter Shuttle, connecting to the Downers Grove Metra Station.

Funding sources for the local match might not always be popular with residents and often it is difficult to find the resources to implement new services. Local funding approaches that have worked in other communities are described below:

- Increase in local taxes to fund transit
- Financing via general obligation bonds (for capital projects)
- An increase in the price of vehicle stickers in order to pay for the new service. According to the 2000 Census, there are approximately 37,525 vehicles in the Village. If the vehicle sticker was increased by $10.00 the Village would be able to raise $375,250 annually to support a new transit service.
- A special taxing district implemented in a business park or business district that would benefit the most from the new service
- Partnerships with employers - this example has already been implemented in the Village with Route 694. Bosch Tools subsidizes this route which provides service between the Metra Mount Prospect Station and their offices. Pace operates the service. The Village can seek contributions from Kensington Business Park, Northwest Community Hospital and other places where other service improvements are planned. The full cost of the service does not need to be paid by these entities – possibly just a contribution towards the local matching amount.
- Dedicating the advertising revenue from Mount Prospect's shelter program to go towards new service or other recommended improvements.