ACTIVE TRANSPORTATION PLAN

CITY OF DES PLAINES

City of Des Plaines

ACTIVE TRANSPORTATION PLAN

April 2026

DES PLAINES ILLINOIS

Adopted 4-20-2026 - R-112-26

ACTIVE TRANSPORTATION PLAN

CITY OF DES PLAINES

PREPARED BY

CIVILTECH

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SPEED
LIMIT
25
NO
PARKING
THIS SIDE
OF STREET

1
Chapter

PLAN OVERVIEW

The 2025 Des Plaines Active Transportation Plan aims to improve safety, enhance connectivity, and create a more effective active transportation network for people walking, biking, and rolling throughout the community. By building upon the City's existing bicycle and pedestrian network, this Plan will help improve connections to community destinations, regional trails, and neighboring municipalities.

In 2011, Des Plaines adopted its first Active Transportation Plan, which demonstrated the City's commitment to making all modes of transportation safe, welcoming, and convenient for everyone. Des Plaines has since progressed many of the 2011 Plan recommendations, and integrated the priorities of safety, connectivity, and accessibility throughout other planning efforts. The 2025 Des Plaines Active Transportation Plan builds on the momentum of the 2011 Plan. This plan establishes an updated active transportation roadmap that refreshes the 2011 Plan goals, incorporates planning and infrastructure changes, reflects changes in the way people travel, addresses current safety hotspots, widens the scope of the envisioned network, and provides a clear path forward for implementation. This plan will help guide the City in providing a safer and more connected active transportation network for people walking, biking, and rolling within and throughout the City of Des Plaines.

Downtown Des Plaines

What is an Active Transportation Plan?

The purpose of an ATP is to foster a connected active transportation network that feels safe and accessible for all.

An ATP is a community-wide guide that informs future active transportation infrastructure, safety investments, policy recommendations and provides a framework for implementation. The planning process leverages community input, coordinates with other local and regional initiatives, and analyzes existing conditions to provide implementable, concept-level recommendations that can move into project engineering as time and funding allow.

Plan Goals and Process

Goals

The goals guiding this plan were developed with input from residents, the Community Advisory Group, and City staff.

- **Safety for All:** Improve safety and connectivity for people walking, biking, and rolling of all ages and abilities
- **Access to Community Destinations:** Create a network that enhances access to key community destinations, including schools, libraries, commercial areas, and parks
- **Transit Connections:** Integrate the active transportation network with other modes of transportation, improving access to Pace bus stops and Metra stations
- **Regional Links:** Connect the City's active transportation network to the regional network by linking to regional trails and coordinating with neighboring communities
- **Community-Driven:** Incorporate community priorities and input
- **Implementable:** Develop a road map for implementation

Process

The 2025 Des Plaines ATP is grounded in a data-driven analysis of existing conditions as well as community feedback.

The project team began by reviewing the 2011 Des Plaines ATP, collecting relevant available data, conducting site visits, and discussing the existing network with City staff. The project team also released an online survey and interactive map for public feedback and held a pop-up event at the Winter Fair in 2024. The results of the existing conditions review were discussed with the Community Advisory Group (CAG) and culminated in the *Existing Conditions Report (ECR)*, located in **Appendix A**, and summarized on the next few pages.

During the active transportation network development stage, the team considered existing conditions, community feedback, reviewed a variety of potential treatment options, examined the high-level feasibility of these options along various segments of the network, and met with City staff. The team held a second CAG meeting to discuss the draft network recommendations and held a second pop-up event at Taste of Des Plaines to gather additional feedback from the public.

Community input informed every step of the plan process and is documented in greater detail in **Chapter 2: Community Outreach**. **Chapter 3: Network Recommendations** and **Chapter 4: Intersection and Crossing Improvements** identify approaches for increased network connectivity and safety enhancements. **Chapter 5: Moving the Plan Forward: Implementation** provides all improvement recommendations along with information on prioritization, phasing, and implementation strategies.

Timeline

Existing Conditions Review

- **Project Kick-Off** — *November 2024*
- **Pop-Up Event #1** — *December 2024*
- **Public Survey** — *December 2024/ January 2025*
- **Community Advisory Group Meeting #1** — *January 2025*

Network Development

- **Community Advisory Group Meeting #2** — *June 2025*
- **Pop-Up Event #2** — *June 2025*
- **Share Draft Plan** — *January 2026*
- **Share Final Plan + Present to City Council** — *March 2026*

Existing Conditions Summary

The existing conditions analysis details the current conditions of the bicycle and pedestrian network throughout the City of Des Plaines. Data sources include local and regional datasets, discussions with City staff and the community, and on-the-ground observations. Below is a summary of the ECR provided in **Appendix A**.

Relevant Plans

This plan builds on local and regional initiatives including those from neighboring municipalities and regional entities. This ensures alignment with broader transportation goals. The ECR provides a summary of each of the listed relevant plans.

- Des Plaines Active Transportation Plan (2011) and Comprehensive Plan (2019)
- Des Plaines Strategic Plan 2022-2026
- Mount Prospect Bicycle Plan (2012) and Arterial Bike Network Study (2025)
- Park Ridge Bicycle Plan (2018)
- Cook County Bike Plan (2023)
- Northeastern Illinois Regional Greenways and Trails Plan (2022)
- Pace Revision Plan (Expected 2025)
- Forest Preserve of Cook County Des Plaines River Trail Improvements (Ongoing)

Top: *School crossing guard*
Bottom: *Bicyclist crossing Oakton Street at 5th Avenue*

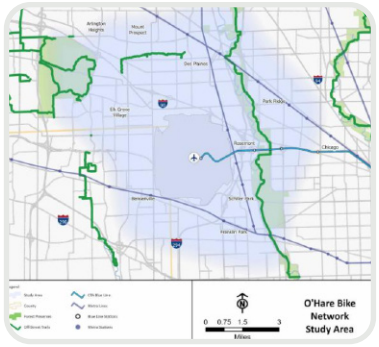
Since the completion of the ECR, the following relevant plans have been integrated into the project team's assessment of the existing active transportation network and considered in the network recommendations.

Cook County Safety Action Plan (2025)

The 2025 Cook County Safety Action Plan (SAP) is a roadmap for improving traffic safety by reducing the risk of death and serious injury on roads in Cook County, particularly for people walking and biking and for communities with disproportionately high crash rates. The SAP was developed by Chicago Metropolitan Agency for Planning (CMAP) in partnership with the Cook County Department of Transportation and Highways to provide a proactive data-driven document to address traffic related safety risks and promote a culture of safety across all modes of transportation within the county with the goal of zero fatalities or serious injury by 2050.

O'Hare Area Bike Network Study (Ongoing)

The O'Hare Area Bike Network Study is a subregional study to evaluate, plan and identify opportunities to create a more connected bikeway network near O'Hare International Airport. The study area, which includes Des Plaines, is identified in the 2023 Cook County Bike Plan. A primary goal is to recommend projects and improvements to increase bicycling safety and connectivity in communities near the airport. The study will provide recommendations to overcome existing barriers to cycling. This study will then prioritize segments based on criteria such as ease of construction, consistency with other planning efforts, and availability of funds.



Existing Network

The availability and accessibility of transportation options play a crucial role in determining how people choose to move around the City. Des Plaines is served by existing bicycle and pedestrian facilities that connect important destinations. However, availability and access varies by location and facility type. The existing active transportation network consists of sidewalks, shared use paths, bike lanes, and on-street shared lanes. Of the bike facilities, shared lanes are the most common. Shared lanes utilize the local roadway network which include roads with slow speed limits and low daily traffic volumes.

Existing bike lanes and shared use paths are included along Cook County roadways and IDOT roadways. These are typically larger roads with posted speeds over 30 miles per hour, carry larger traffic volumes than the local roadway network, and tend to provide countywide or regional connectivity.

The City's roadway network includes many roadways or roadway segments under Cook County or IDOT jurisdiction. Each transportation agency has their own requirements and processes for integrating active transportation components along roadways within their jurisdiction, which can add additional coordination and complexity to potential active transportation recommendations. **Figure 1** shows the existing active transportation network and **Figure 2** shows roadway jurisdiction within Des Plaines.

Active Transportation Network: Projects In Design or Constructed since the 2011 Plan

Trail and Trail Connections

- *Sign recommended routes (on local streets)*

Des Plaines Public Schools

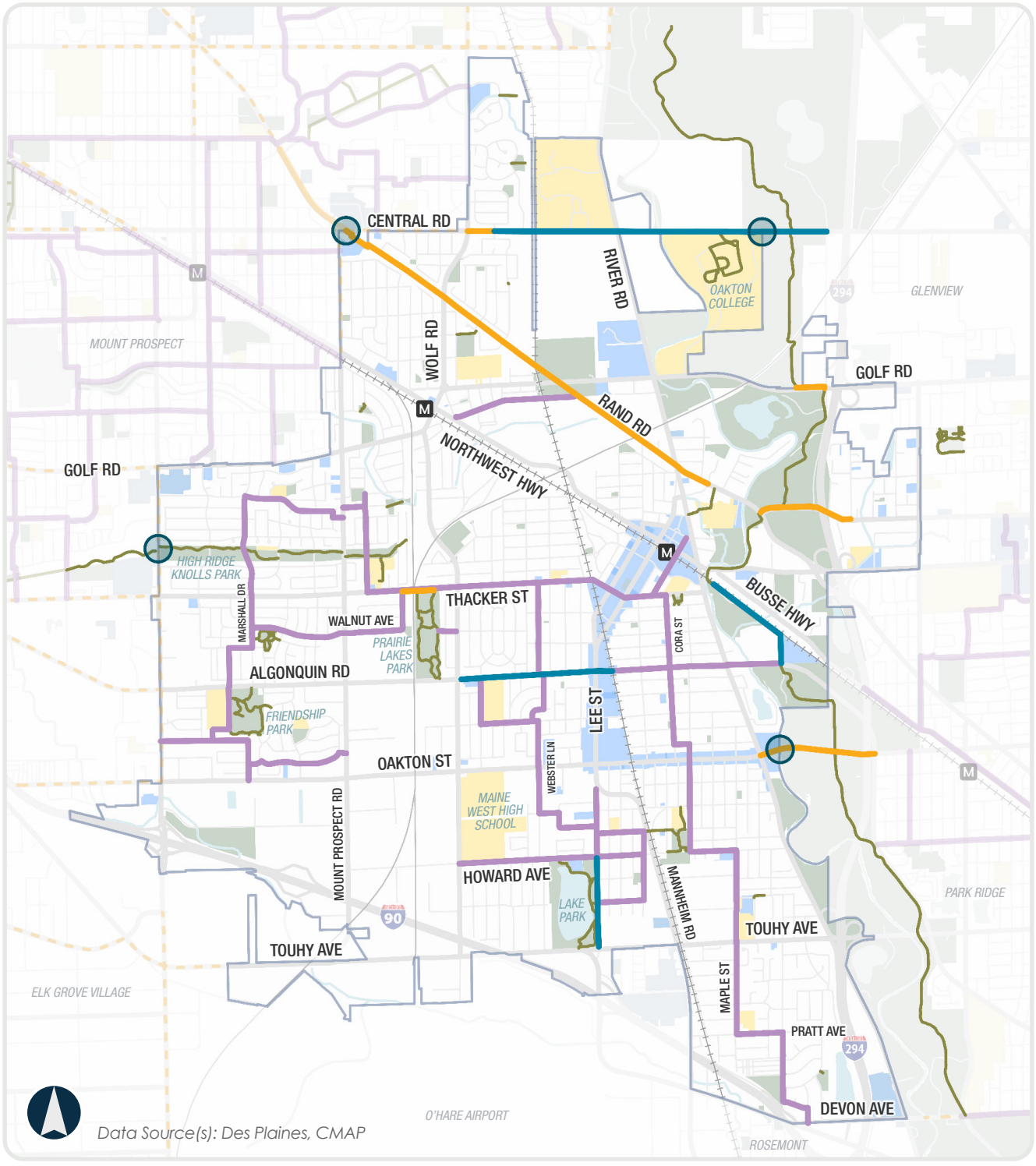
- *Central School Safe Routes to School Pilot Project*

Destination Corridors

- *Central Road: On-Street Bike Lane*
- *Devon Avenue: Sidepath from Higgins Road to River Road*
- *Northwest Highway Downtown*
  - » *Lee/Perry Traffic Signal*
  - » *Mid-block Pedestrian Refuge Median*
- *Northwest Highway and Cumberland Metra Station: Crossing improvements*
- *Northwest Highway S-Curve: Sidepath along Northwest Highway from Nicholas Drive east to Western Avenue*
- *Oakton Street: Install Sidepath from River Road to River Trail*
- *Rand Road: Sidepath from Golf Road to Downtown*
- *Lee/Rand/River Intersection Improvements*
- *River Road*
  - » *River/Elk Intersection Improvements*
  - » *Fill in Sidewalk Gaps*
    (areas with existing sidewalk gaps are under IDOT jurisdiction)

Figure 1. Existing Active Transportation Network

EXISTING CONDITIONS



- City Boundary
- Parks / Open Space
- Metra Station / Rail Line
- Freight Rail Line
- School
- Community-Oriented Space

Existing Bike and Walking Facilities

- Shared Lane
- Bike Lane
- Shared Use Path
- Trail
- Connection to Neighbor Community

Figure 2. Roadway Jurisdiction

City Boundary
Parks / Open Space
Metra Station / Rail Line
Freight Rail Line

Roadway Jurisdiction

Tollway
IDOT
Cook County
Des Plaines
Township
Private

Clockwise from Top Left: *1) Bike signage on Cora Street, 2) Students waiting to cross at Wolf Road and Oakton Street, 3) Pace Pulse bus at Oakton Street and 5th Avenue, 4) High visibility crosswalk at Wolf Road and Oakton Street, 5) Current conditions along Oakton Street near Illinois Street, and 6) River Road and Elk Boulevard intersection*

Safety

Improving safety is a top priority of this plan. People are much more likely to bike, walk, or roll if they feel safe and comfortable. Safety improvements developed as part of this plan are data-driven and supported by community feedback. From 2019 to 2023, Des Plaines experienced a total of 60 crashes involving a person biking and 81 crashes involving a person walking. Of these crashes, one bicycle-involved collision resulted in a fatality, while six pedestrian-involved collisions resulted in a fatality. Safety data analyses help identify locations with high safety concern. Understanding crash patterns can help prevent future incidents.

A hot spot analysis of all non-interstate crashes that resulted in injury to pedestrians, bicyclists, and drivers indicated that roadway collisions tend to cluster along the following intersections:

- Oakton Street and Lee Street
- Touhy Avenue and Mannheim Road
- Wolf Road and Golf Road

Major crash areas share common factors including high speed limits and heavy traffic. Generally, Downtown Des Plaines also experiences many crashes, though there were no fatalities in this area.

Identification of High Injury Networks

A High Injury Network (HIN) represents locations along a roadway that high a high number of traffic related fatalities and serious injuries compared to the surrounding roadway network. The Illinois Department of Transportation (IDOT) developed a HIN as part of the 2023 Vulnerable Road User Safety Assessment, listing corridors where vulnerable road users (VRU) had the most severe risk to safety. Similarly Cook County SAP created its own HIN, analyzing five years of IDOT crash data to identify locations with a high frequency and rate of fatalities and serious injuries. The HIN locations within Des Plaines are listed to the right.

High Injury Networks

IDOT

- *Touhy Avenue between Mannheim Road and Lee Street*
- *Elmhurst Road near Golf Road*
- *Northwest Highway near traffic circle*
- *River Road near intersection with Central Road*

Cook County Safety Action Plan

Note: Only HIN locations that have a crash with a person biking and/or a person walking are listed

Intersections

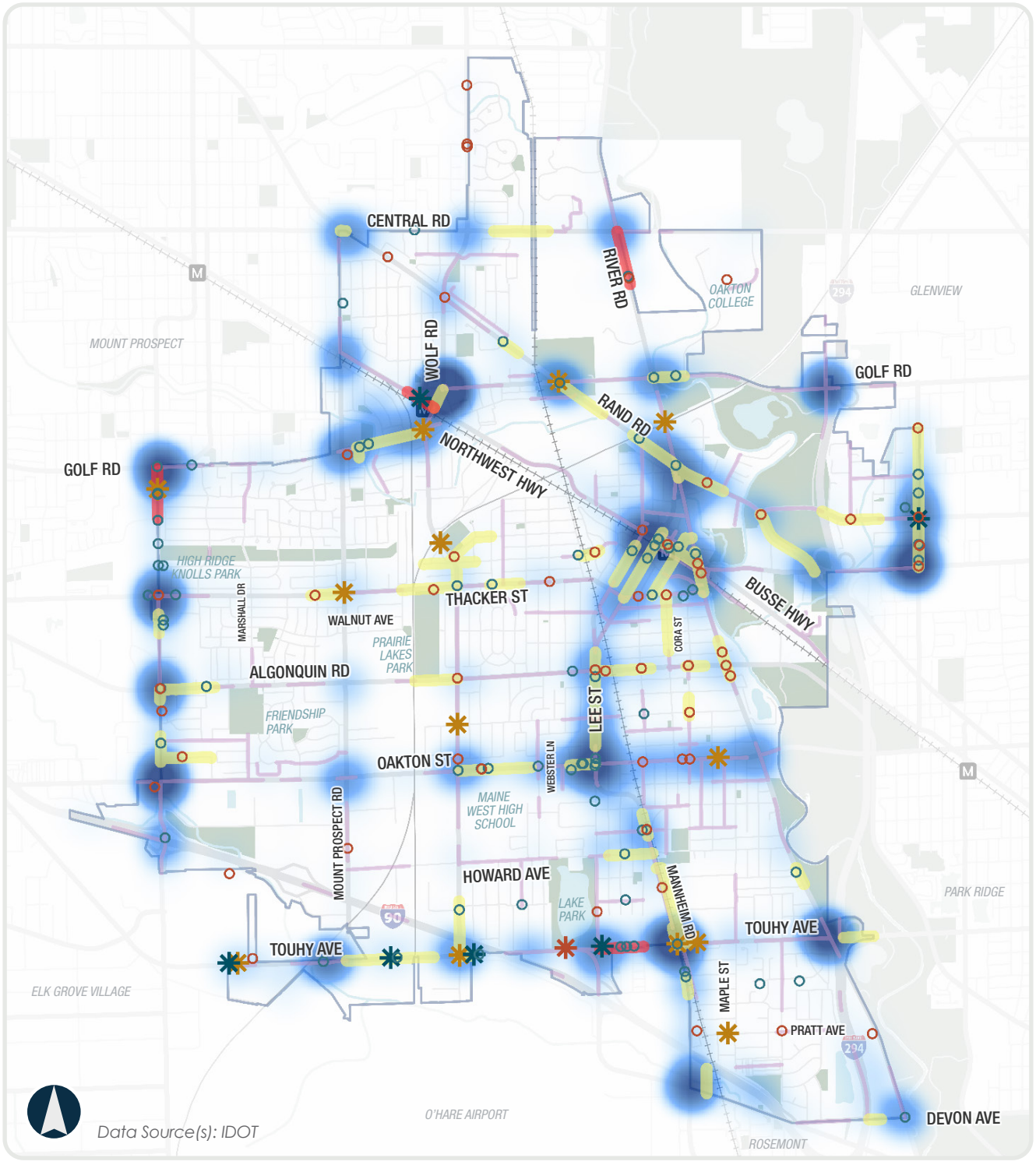
- *Mannheim Road and Prospect Avenue*
- *Touhy Avenue and Mannheim Road*
- *Algonquin Road and Elmhurst Road*
- *Touhy Avenue and Mount Prospect Road*
- *Pearson Street and Miner Street*
- *5th Avenue and Oakton Street*

Roadway Segments

- *Elmhurst Road from Higgins Road to Howard Street*
- *Oakton Street from Wolf Road to Webster Lane*
- *Oakton Street west of Bittersweet Court to east of Cora Street crash*

Figure 3. Crashes and High Injury Network

Non-Highway Crashes 2019-2023



City Boundary
Parks / Open Space
Metra Station / Rail Line
Freight Rail Line

Crash Locations

Crashes involving a person...

- Walking
- Walking | Fatality
- Biking
- Biking | Fatality
- Driving Only | Fatality

Crash Density

All Travel Modes

Low
High

High Injury Network

High
Medium
Low


ACTIVE
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Chapter 2

COMMUNITY OUTREACH

A community-wide plan, such as the Des Plaines Active Transportation Plan, requires feedback from the community to better understand how the existing active transportation network is used. Community input also identifies challenges, wants and needs, and recommendations for future improvements for those that use or would like to use the network.

How We Heard from the Community

The planning process included two rounds of public engagement, one during the existing conditions review and another during network recommendation development. The project team collected feedback via an interactive map, public survey, Community Advisory Group (CAG) meetings, and pop-up events.

Public Survey

During winter 2024, the project team launched a public survey to gather input on active transportation habits and infrastructure needs. Respondents were asked about their walking, bicycling, and rolling routines; their use of existing pedestrian and bicycle facilities; perceived barriers to access; and ideas for improvement. The survey was promoted through e-announcements, City social media and website, City newsletters, the first CAG meeting, and at the 2024 Winter Fair pop-up event.

Winter Fair pop-up event (December 2024)

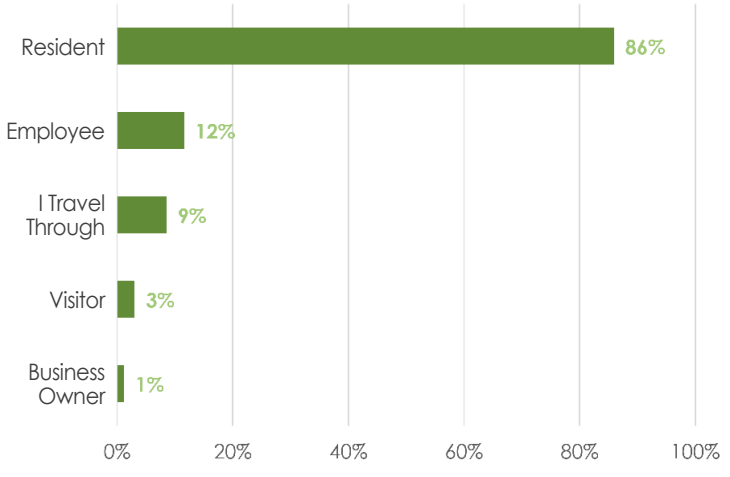
PUBLIC SURVEY RESULTS

Total Responses: 164

What is your relationship to Des Plaines?

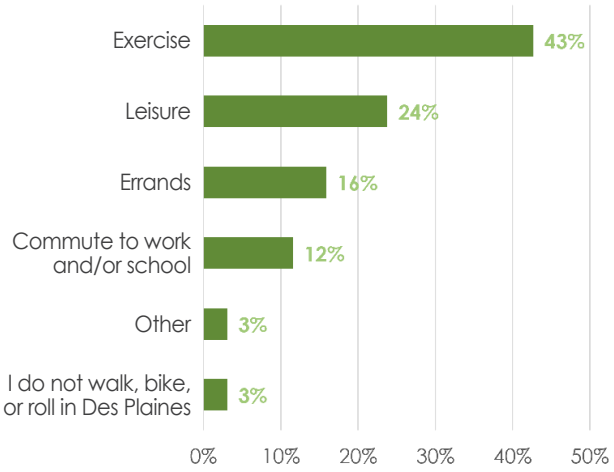
Check all that apply.

Responses: 164



What is the most common reason you walk, bike, and/or roll in Des Plaines? *Choose one.*

Responses: 164



What prevents you from using active transportation more often?

Check all that apply.

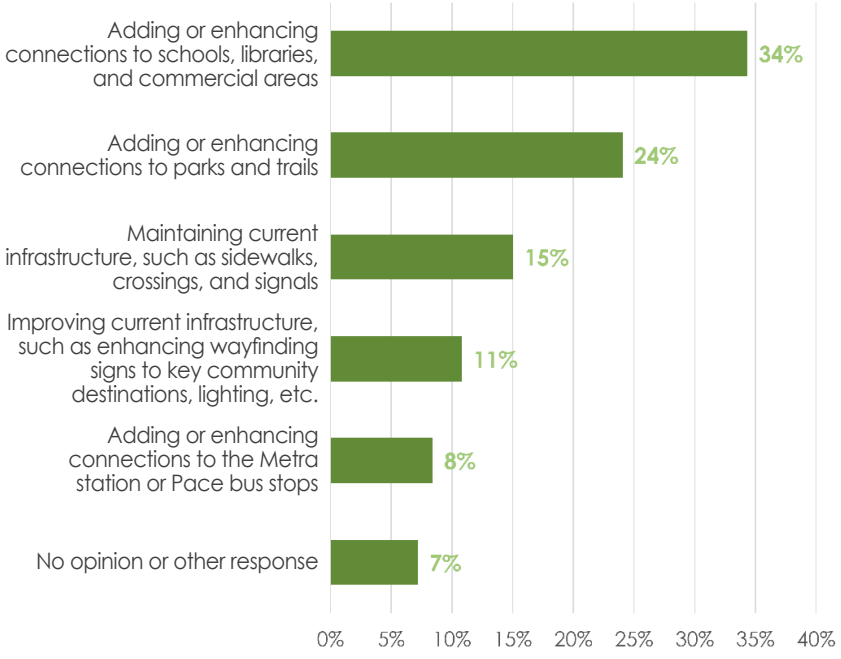
Responses: 164

Top 5 Barriers

What prevents you from using active transportation more often? *Respondents can select multiple.*	**Percent**
Lack of sidewalks, walking paths, and/or bike facility connections	53%
Lack of safe intersections	43%
My destinations are often too far away	30%
Not enough lighting at night	25%
Poor weather conditions	24%

Which of the following goals of the active transportation plan should be the City's highest priority? *Choose one.*

Responses: 164



Interactive Map

Between December 2024 and May 2025, community members shared feedback through an online interactive map. Participants identified problematic intersections, key destinations, and proposed enhancements for walking, biking, rolling, and other mobility improvements. The map received over 200 pins and comments, reflecting a wide range of local insights. It was launched concurrently with the public survey to broaden engagement and gather complementary input.

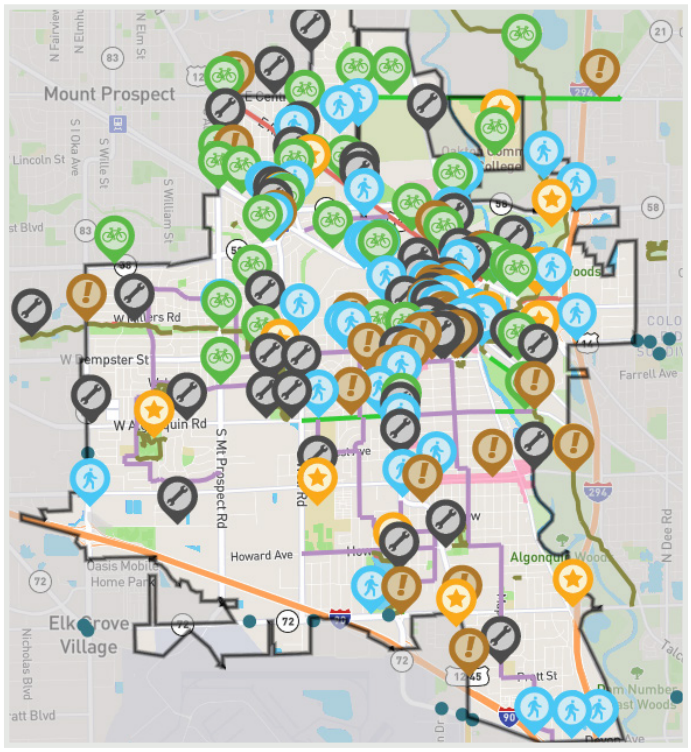
Community Advisory Group Meetings

The project team formed a Community Advisory Group (CAG) that included city staff and officials, public agencies, local organizations and institutions, active transportation advocacy groups, and residents. The CAG met twice at key project milestones during the existing conditions review and the network recommendations. During each meeting the project team led a presentation and held a group discussion.

Pop-Up Events

In December 2024, the project team held a pop-up event at the Des Plaines Winter Fair to meet with community members, promote the public survey, and increase awareness of the 2025 Des Plaines Active Transportation Plan. The team received valuable feedback on the existing active transportation network, potential improvement ideas and locations, and discussed the scope and goals of the study.

In June 2025, the project team held an additional pop-up event at Taste of Des Plaines to discuss the plan, show the draft active transportation network, and collect feedback from the community regarding the proposed recommendations. During the event, the project team shared a booth with Cook County Department of Transportations and Highways as they promoted the O'Hare Area Bike Network Study interactive map and public survey.



From Top to Bottom: *Comments placed on the interactive comment map; Taste of Des Plaines pop-up event (June 2025); Winter Fair pop-up event (December 2024)*

What We Heard from the Community

Input tended to focus on a few key issues surrounding active transportation, including safety, connectivity, and access to key destinations.

Safety

- *Safety concerns, such as speed of vehicles, inconsistent infrastructure, and difficult crossings, for people who walk, bike, or roll particularly along Touhy Avenue, Algonquin Road, Thacker Street, Golf Road, Oakton Street and Central Road*
- *Poor sidewalk conditions along Lee Street between Oakton Street and Downtown, and unsafe intersection crossings along Lee Street*
- *Generally, intersection crossings at local streets and larger roadways feel unsafe*

Connectivity

There is a desire for...

- *Bicycle facilities along Rand Road that connect to Des Plaines River Trail*
- *Bicycle and pedestrian facilities along Golf Road and Central Road*
- *New shared use paths along River Road*
- *Crossing improvements at Mount Prospect Road and High Ridge Knolls Park*
- *Crossing improvements at Touhy Avenue and Lee Street*

Key Destinations

- *Oakton College*
- *Big Bend Lake*
- *Des Plaines River Trail access points*
- *Cumberland Metra Station*
- *Downtown*
  e.g., library, Metra station, restaurants
- *Maine West High School*
- *Prairie Lakes Park*
  Des Plaines Park District
- *Rosemary S. Argus Friendship Park*
  Mount Prospect Park District
- *Rand Park*
  Des Plaines Park District
- *Centennial Park*
  Des Plaines Park District
- *Elementary and Middle Schools*
  e.g., Terrace Elementary School, Chippewa Middle School
- *Izaak Walton League of America*

Clockwise from Top Left: *Des Plaines Metra Station; Rand Park playground; Izaak Walton League of America*


BIKE LANE

Chapter

3

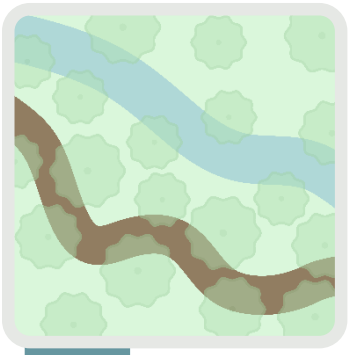
NETWORK RECOMMENDATIONS

The proposed active transportation network is designed to create low-stress routes across the community for those walking, biking and rolling. These routes connect residential areas to regional trails, Downtown Des Plaines, and other community destinations. When completed, routes will form a comprehensive network, enhancing connectivity throughout the City for those commuting, accessing local destinations, or traveling for recreation.

Network recommendations include updates to the existing active transportation routes as well as new facilities to further enhance city-wide connectivity and safety for those biking, walking, or rolling. The network recommendations were developed based on input from the community and CAG, connections to regional or neighboring local routes, and a comprehensive analysis of existing conditions (See **Appendix A** for the ECR). The project team reviewed various factors when developing recommended routes and determining appropriate facility types. The recommended facilities vary based on the size, traffic, and land use context of each roadway. The proposed network primarily consists of off-street shared use paths, with some on-street bike lane and marked shared lane recommendations where appropriate. This chapter organizes the network recommendations by facility type and provides a location map that identifies where each treatment is suggested, a definition, and example photos.

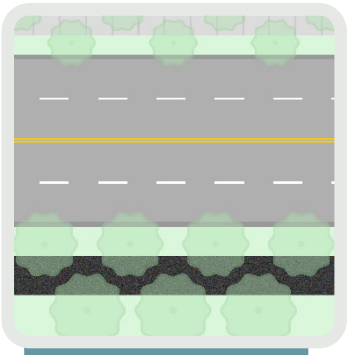
Green painted marked shared lanes along Algonquin Road

Figure 4. Potential Active Transportation Facilities Overview



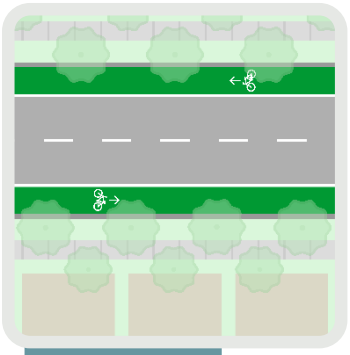
Trail

- Wide, bi-directional path
- Provides space for non-motorized users (e.g., bicyclists, pedestrians)
- Typically located away from roadways and within a park, neighborhood, along rivers, or provide access to a park



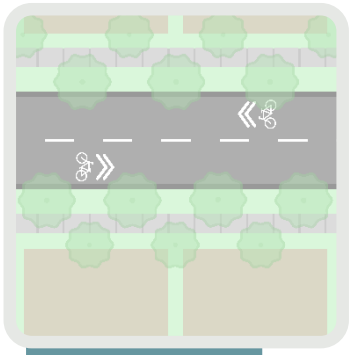
Shared Use Path

- Wide, bi-directional path that is separated from vehicular lanes
- Provides space for non-motorized users (e.g., bicyclists, pedestrians)
- Recommended near streets with heavy traffic and wider roadways



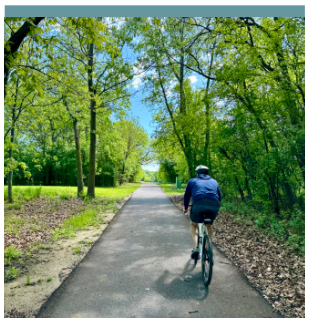
Bike Lanes

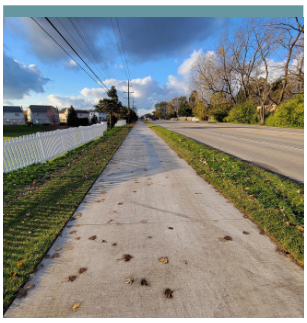
- Provide dedicated lanes for bicyclists separate from motorized traffic
- Suitable for streets with moderate to heavy traffic and extra roadway space
- Near medium-high density with limited right-of-way or buffer

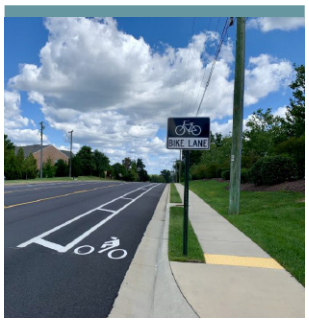


Shared Lanes

- Bicyclists ride on street with motorized traffic
- Travel lanes are marked with "sharrows"
- Recommended on low volume, low speed residential streets
- Near low-medium density with limited right-of-way or buffer







**No new trails are recommended as part of this plan, although connectivity to the existing Des Plaines River Trail was a priority*

Network Development Factors

- *Existing safety issues*
- *Connectivity*
  - » *Local destinations*
  - » *Existing trails*
  - » *Across network*
  - » *Fills a network gap*
- *Local or regional plans*
- *Surrounding land uses*
- *Roadway jurisdiction*
- *Proximity to other bicycle routes*
- *User comfort: traffic volume and right-of-way*
- *Ease of feasibility*
- *Multimodal connections or corridor*
- *Community Advisory Group & public comments*

Active Transportation Network Recommendations

Core Network

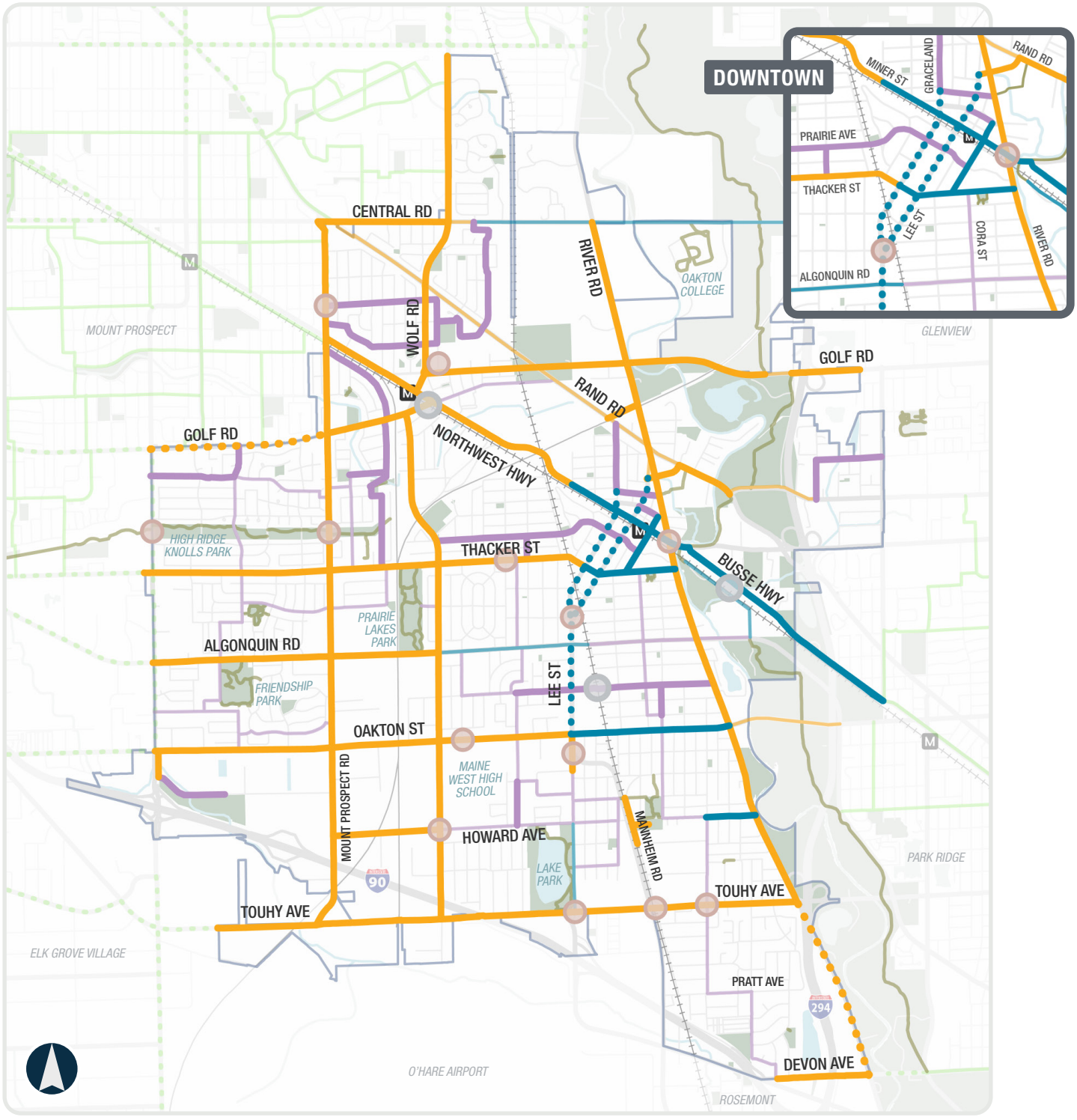
The core network contains recommended routes that could feasibly move into engineering phases, given available funding as well as level of required agency and stakeholder coordination.

Extended Network

The extended network contains recommended routes that will require a more in-depth evaluation process, potentially through a separate standalone study. These corridors may require extra impact analyses to determine feasibility (e.g., significant impacts to parking right-of-way, utilities, or trees, effects on traffic operations), as well as more extensive agency and stakeholder coordination. While these routes would provide additional City-wide connectivity, the core network comprehensively provides connectivity within and beyond Des Plaines's borders without the extended network corridors.

Existing sidepath along Rand Road near River Road, a corridor part of the core network

Figure 5. Active Transportation Network Recommendations



- City Boundary
- Parks / Open Space
- Metra Station / Rail Line
- Freight Rail Line
- Path / Regional Trail
- Existing Neighbor Facility
- Future Neighbor Facility

Recommendations

Core Network Facility

- Bike Lane
- Shared Use Path
- Marked Shared Lane

Extended Network Facility

- Bike Lane
- Shared Use Path

Intersection / Crossing Improvement

- Intersection or Crossing
- Underpass or Overpass

**Existing bike facilities are included with thinner, faded lines on the map*

Facility Type Overview

Marked Shared Lanes

Overview

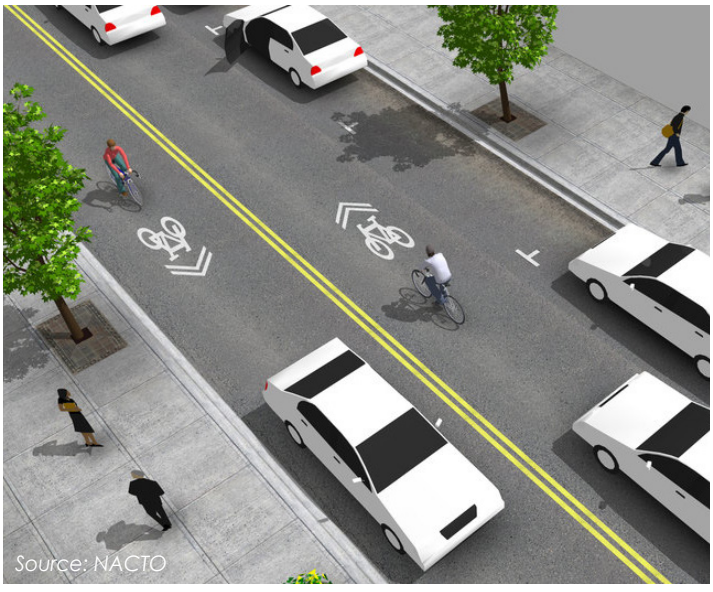
Marked shared lanes are included in the recommended active transportation network to promote connectivity in areas where there are gaps along City streets through residential areas. City streets have less traffic, lower posted speed limits and connect to important community destinations. See **Figure 2** in Chapter 1 (page 12) for roadways under City jurisdiction. Marked shared lanes have minimal impact on the surrounding area and involve few design changes to the roadway. They are lower in cost and can easily be locally implemented to help complete a bike network.

In addition to identifying new marked shared lane routes, it is also recommended that all existing unmarked on-street bike routes in the City are converted to marked shared lane designs.

DEFINITION

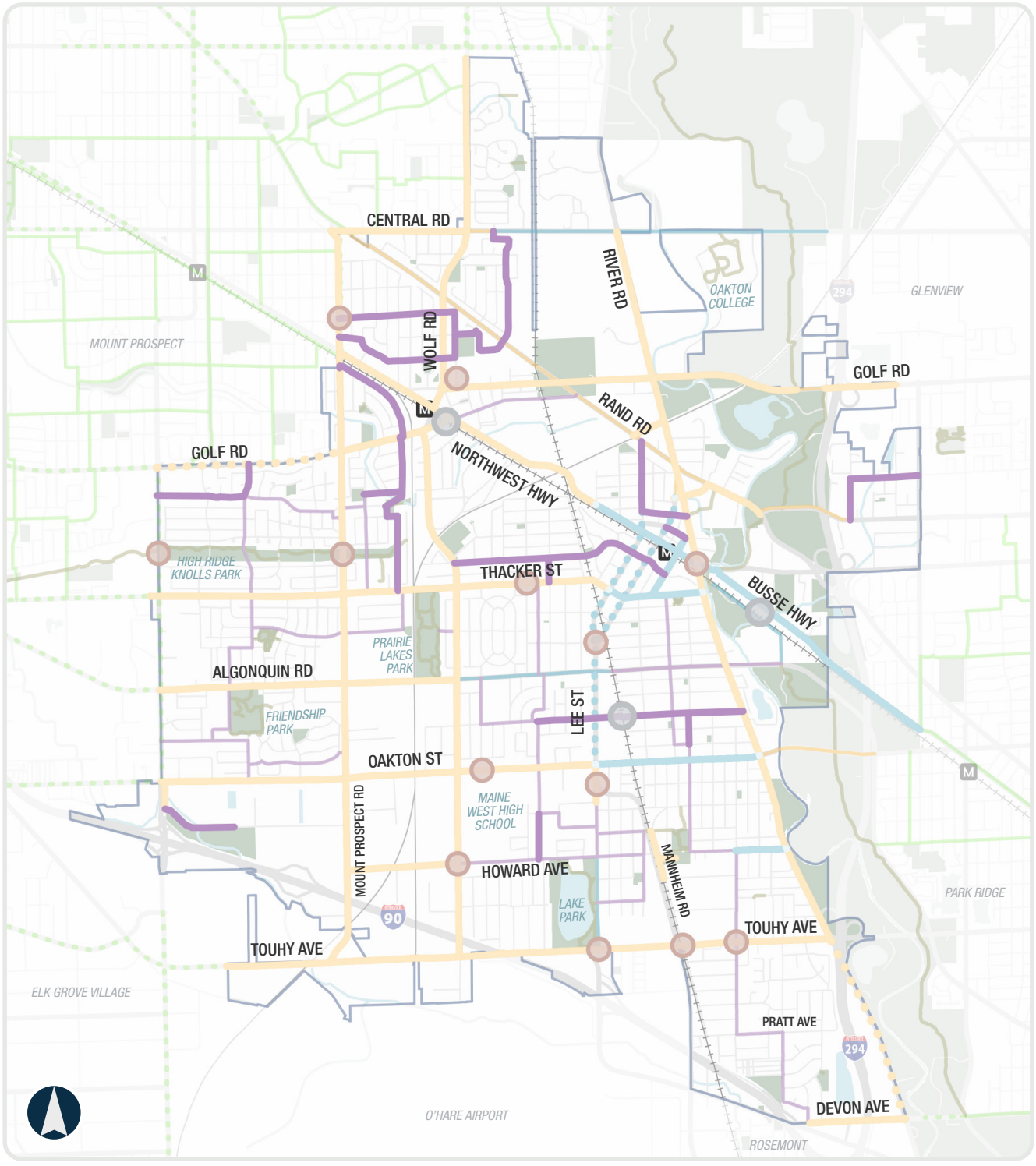
What are marked shared lanes?

A design that involves bicyclists riding on-street in a shared lane with vehicles. Sharrow symbols reinforce the legitimacy of bicycle travel on a street while indicating to drivers that they need to be cautious and share the road with bicyclists. Sharrows indicate where bicyclists should position themselves to both stay out of the parking "door zone" and allow space for drivers to safely pass, when appropriate. Marked shared lanes are recommended on roadways with posted speeds of 30 mph or less and low daily traffic and are best suited for residential streets that are safer for this mixed mode situation. Incorporating other traffic calming measures can further reduce speeds and improve safety.



Examples of marked shared lanes

Figure 6. Recommended Marked Shared Lanes



- City Boundary
- Parks / Open Space
- Metra Station / Rail Line
- Freight Rail Line
- Path / Regional Trail
- Existing Neighbor Facility
- Future Neighbor Facility

Recommendations

Core Network Facility

- Bike Lane
- Shared Use Path
- Marked Shared Lane

Extended Network Facility

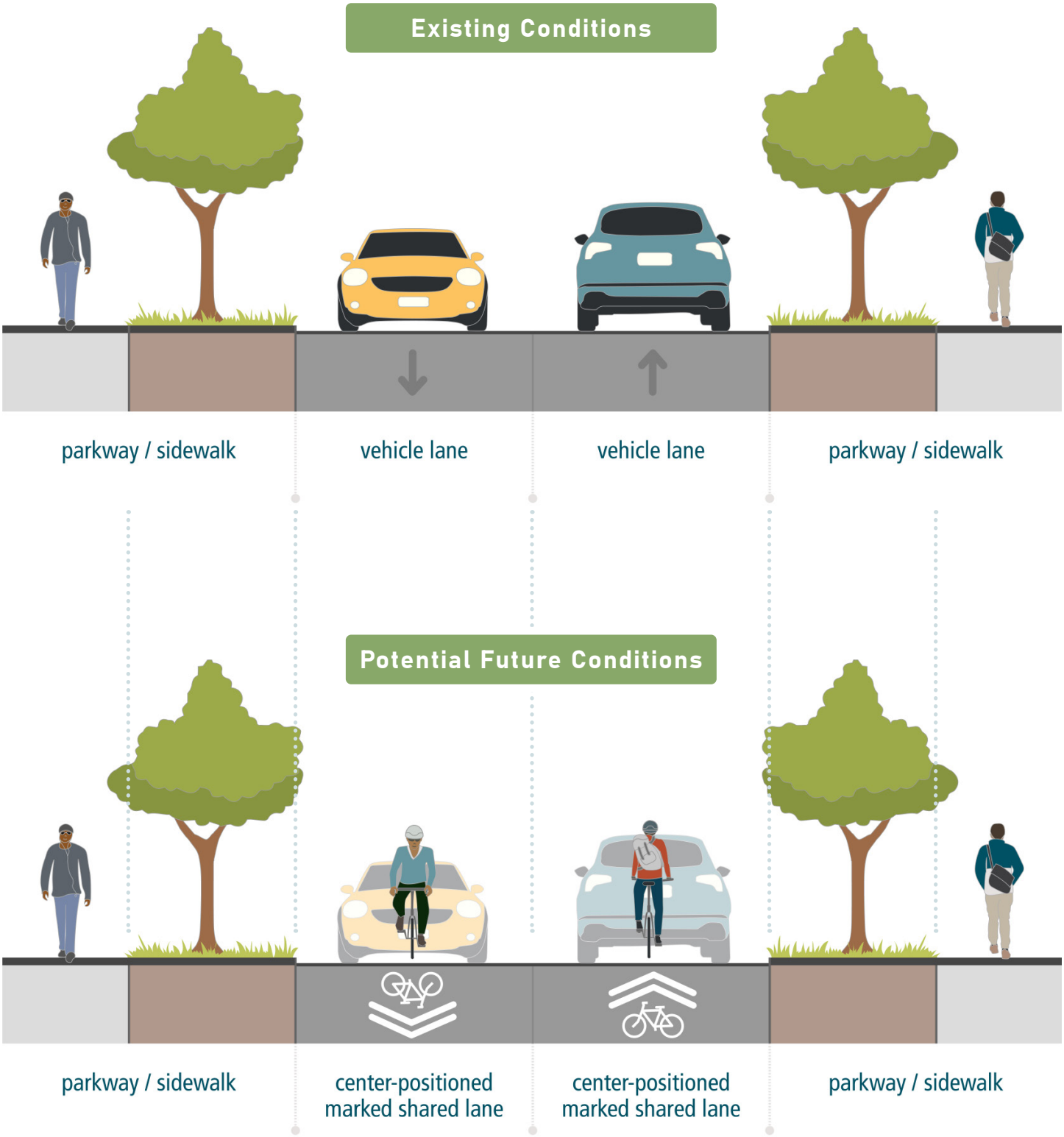
- Bike Lane
- Shared Use Path

Intersection / Crossing Improvement

- Intersection or Crossing
- Underpass or Overpass

**Existing bike facilities are included with thinner, faded lines on the map*

Figure 7. Typical Cross Section for Marked Shared Lanes



Bike Lanes

Overview

Bike lanes are recommended on a few routes within the City. These routes have more traffic and/or higher posted speeds but would be comfortable for people riding on the street. The various design treatment types below are listed in order of increasing comfort level for cyclists.

In most cases, bike lanes can be installed relatively quickly without widening the pavement, however some reworking of the space may be needed (e.g., restriping).

DEFINITION

What are the types of bike lanes?

Conventional Bike Lanes

Conventional bike lanes provide a dedicated lane for bicyclists that is separated from vehicular travel lanes. The white line separating the two is solid. Bike lanes can be painted green to further differentiate them from vehicle travel lanes and to make drivers more aware that other modes may be present on the roadway. The minimum width of a bike lane is 5 feet, however 6 feet is more desirable if space allows.

Buffered Bike Lanes

These bike lanes are similar to conventional bike lanes, but are paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane providing extra comfort for bicyclists. These bike lanes are suitable for streets with moderate to heavy traffic and extra space. They can increase safety for all users and reduce the likelihood of crashes and injuries.

Examples of different types of bike lanes

Figure 8. Recommended Bike Lanes

- City Boundary
- Parks / Open Space
- Metra Station / Rail Line
- Freight Rail Line
- Path / Regional Trail
- Existing Neighbor Facility
- Future Neighbor Facility

Recommendations

Core Network Facility

- Bike Lane
- Shared Use Path
- Marked Shared Lane

Extended Network Facility

- Bike Lane
- Shared Use Path

Intersection / Crossing Improvement

- Intersection or Crossing
- Underpass or Overpass

**Existing bike facilities are included with thinner, faded lines on the map*

Figure 9. Typical Cross Section for Conventional Bike Lanes

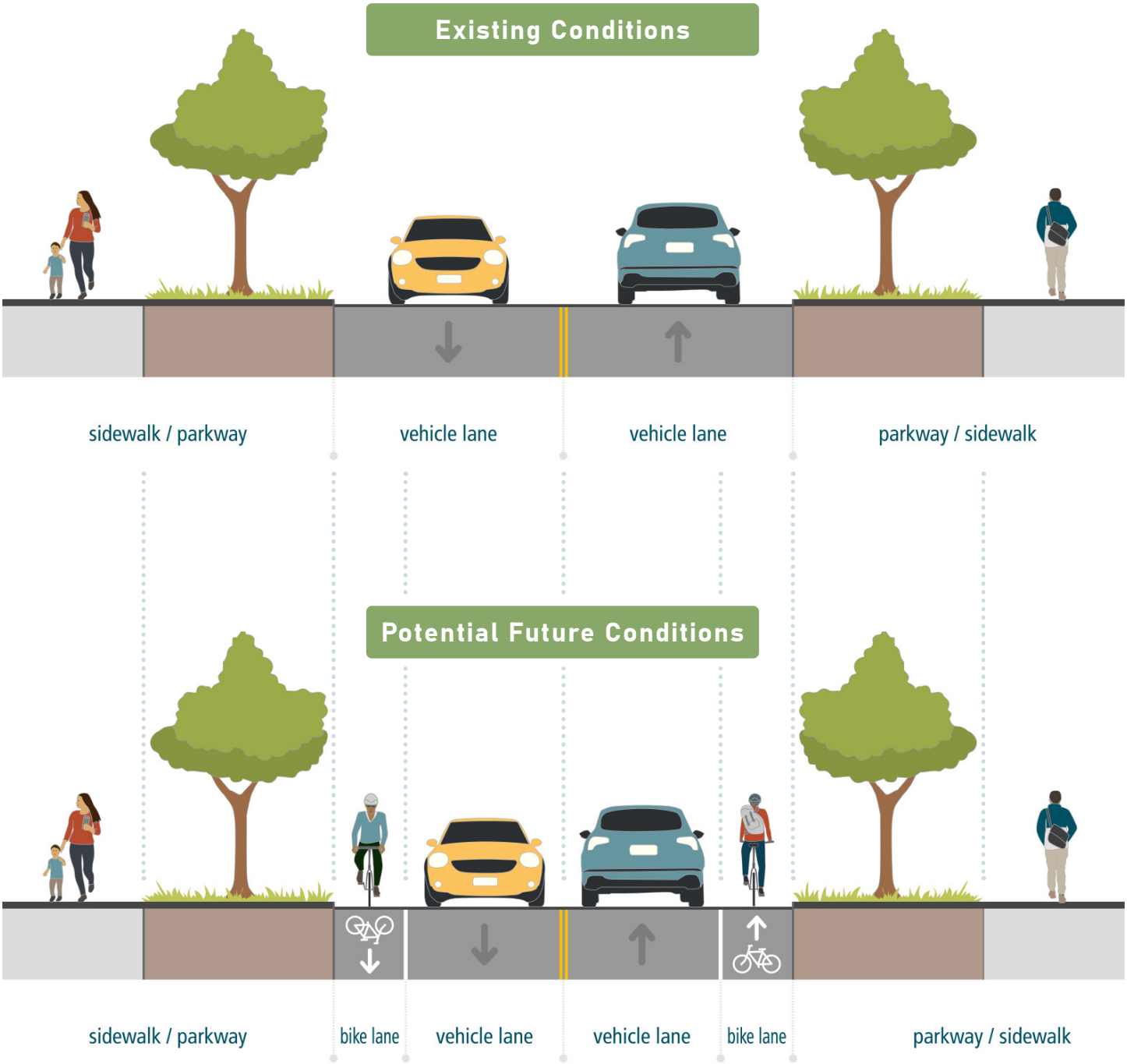
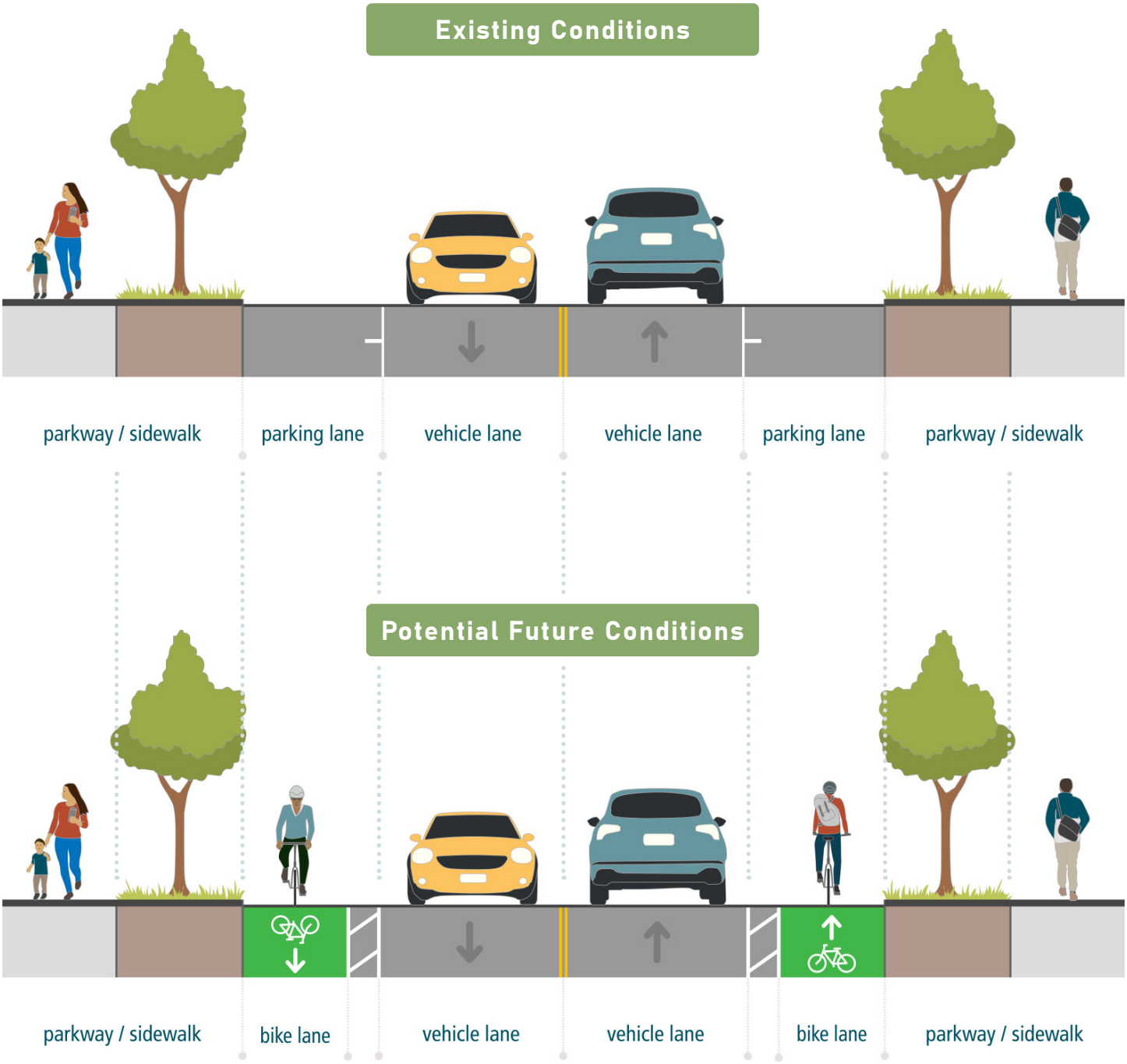


Figure 10. Typical Cross Section for Buffered Bike Lanes



Shared Use Paths

Most of the roads studied as part of this project carry higher traffic volumes and vehicles travel at higher speeds. Therefore, mixing of cars and bikes within the curb-to-curb space is inadvisable. Shared use paths are recommended along the majority of the arterial street corridors throughout Des Plaines. These facilities will accommodate people biking and walking within a space separated from motor vehicle traffic.

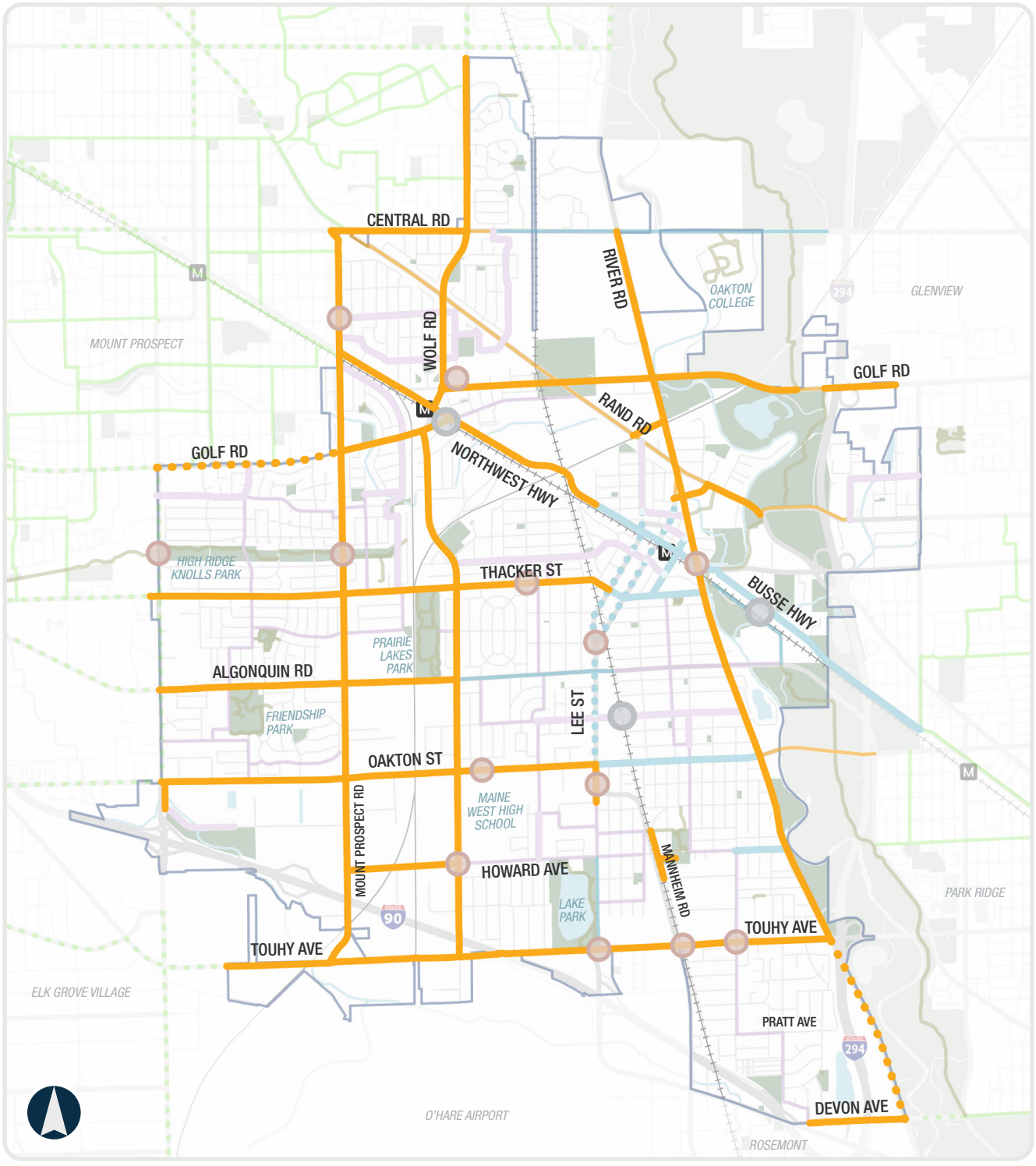
DEFINITION

What are shared use paths?

Shared use paths (also referred to as sidepaths) are bi-directional paths located parallel and adjacent to a roadway. These facilities are completely separated from vehicular lanes and include an 8-to-10-foot paved space for both bicyclists and pedestrians. This increased width provides room for the mixing of those on foot and bike. Shared use paths must be separated from the roadway by at least 5 feet.

Examples of shared use paths

Figure 11. Recommended Shared Use Paths



- City Boundary
- Parks / Open Space
- Metra Station / Rail Line
- Freight Rail Line
- Path / Regional Trail
- Existing Neighbor Facility
- Future Neighbor Facility

Recommendations

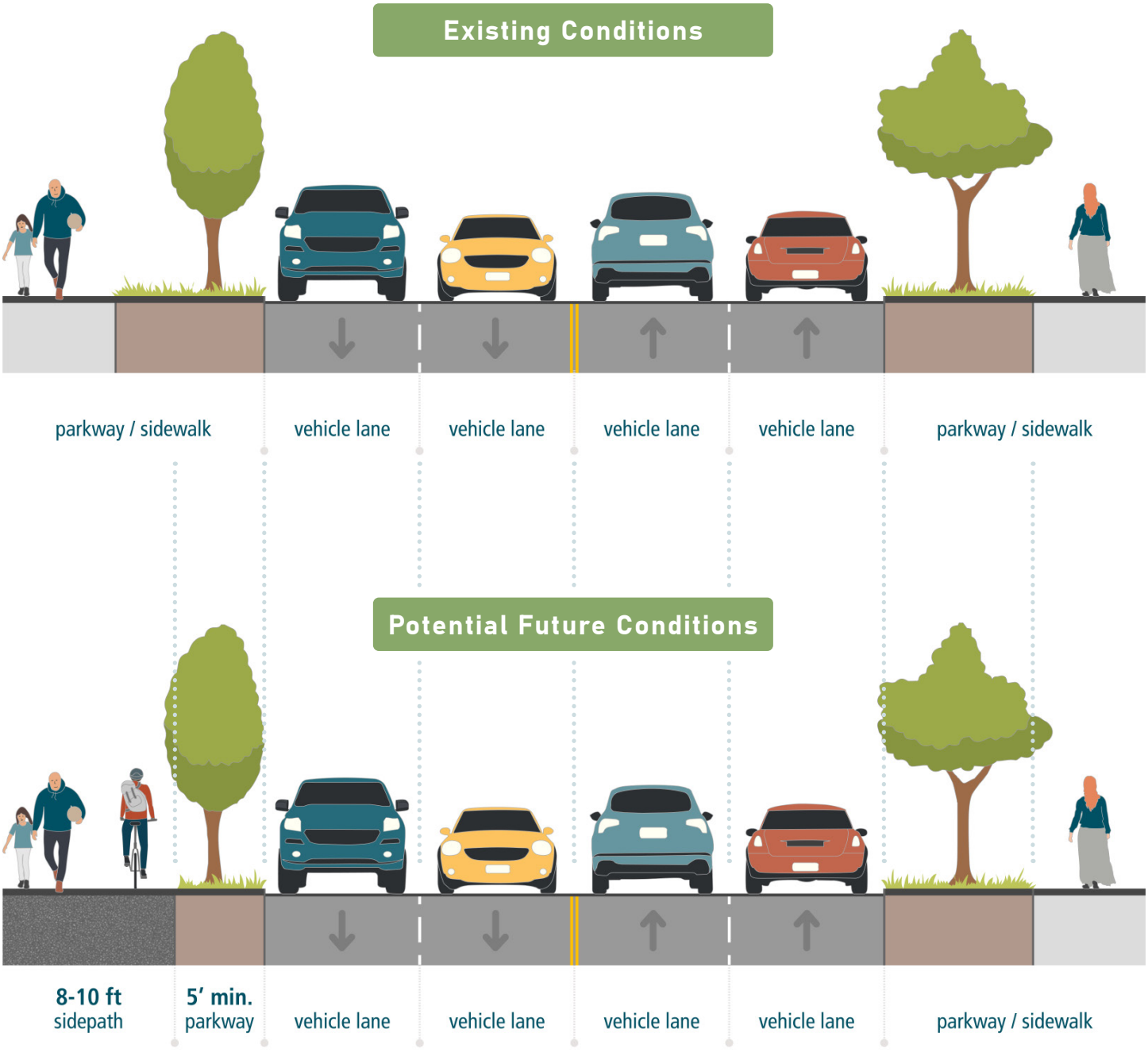
Core Network Facility
- Bike Lane
- Shared Use Path
- Marked Shared Lane

Extended Network Facility
- Bike Lane
- Shared Use Path

Intersection / Crossing Improvement
- Intersection or Crossing
- Underpass or Overpass

**Existing bike facilities are included with thinner, faded lines on the map*

Figure 12. Typical Cross Section for Shared Use Paths



Multimodal Corridors

Multimodal corridors typically refer to a roadway designed to accommodate and integrate various modes of transportation with the intention of providing seamless and efficient travel experiences for multiple roadway users. This plan defines a multimodal corridor as having some combination of either 1) a shared use path and/or another planned or existing bike facility, and 2) a bus route and/or a truck route. In some instances, low traffic volume roadways have the potential for a "road diet," which reduces the number of travel lanes without causing increased congestion. Wider right-of-ways (ROW) can allow for more separation between truck traffic and vulnerable roadway users, but design solutions on more constrained roads are still feasible. It is recommended to review the potential for road diets on multimodal corridors as a next stage of this study (also noted in Consideration #3 on page 40).

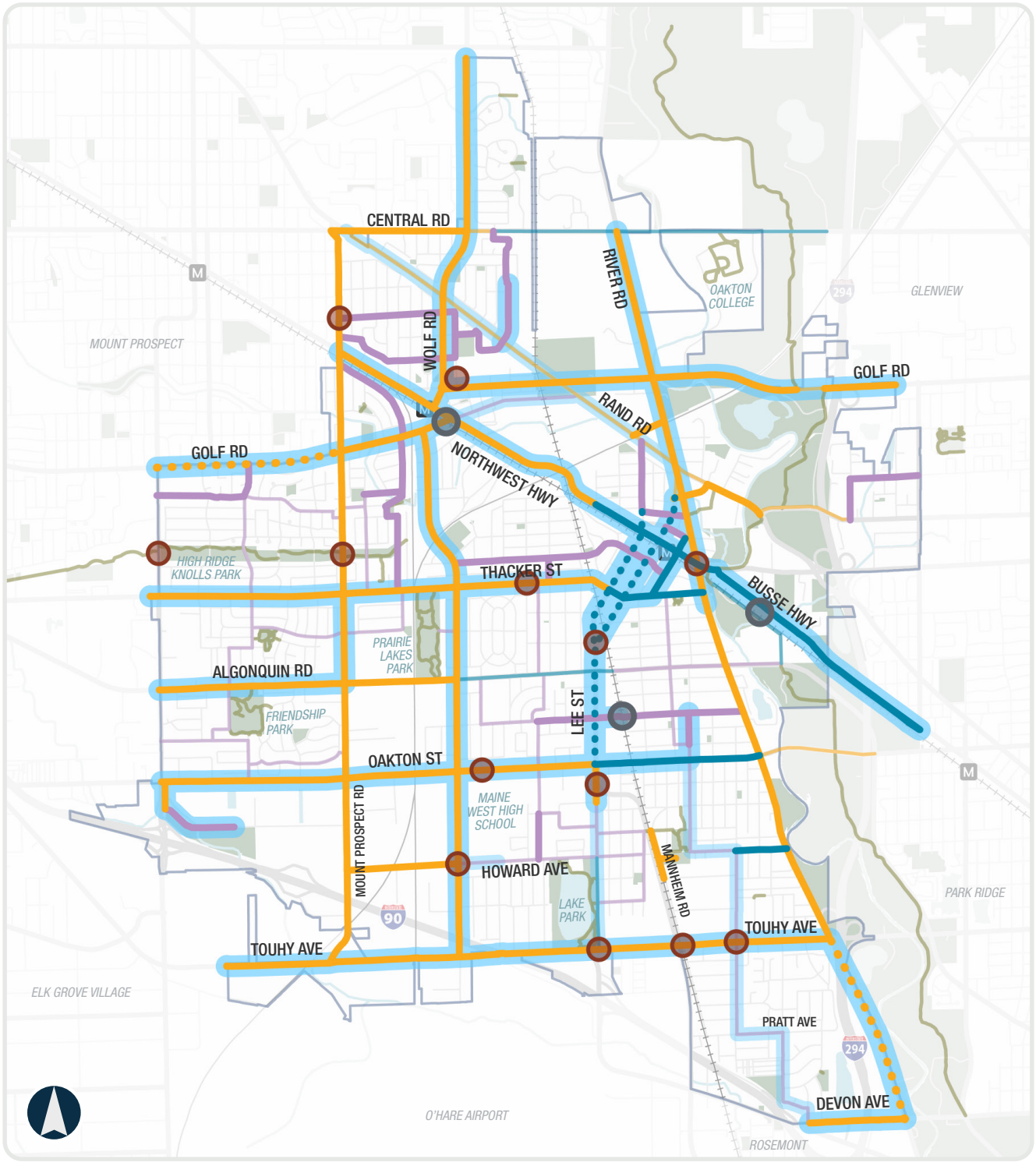
What is a road diet?

Road diets are often conversions of four-lane undivided roads into three lanes (two through lanes and a center two-way left turn lane). Narrowing a roadway by reducing the lane widths to decrease congestion caused by left turning vehicles, making space for other roadway user types. The former right-of-way of the fourth lane could be used for bicycle lanes, sidewalks, and/or on-street parking. Pedestrian refuge islands, bump-outs, and flare-outs can be integrated with road diets.

Source: Mount Prospect Transit Study

Visualization of a well-designed multimodal corridor

Figure 13. Multimodal Corridors



City Boundary
Parks / Open Space
Metra Station / Rail Line
Freight Rail Line
Path / Regional Trail

Recommendations

Core Network Facility
- Bike Lane
- Shared Use Path
- Marked Shared Lane

Extended Network Facility
- Bike Lane
- Shared Use Path

Intersection / Crossing Improvement
- Intersection or Crossing
- Underpass or Overpass

Multimodal Corridor

**Existing bike facilities are included with thinner, faded lines on the map*

Design Considerations and Benefits

The following design considerations should be reviewed for each multimodal corridor throughout Des Plaines, as applicable. Well-designed multimodal corridors have the potential to provide enhanced safety, accessibility, economic, sustainability, and health benefits for all roadway users and the surrounding community.

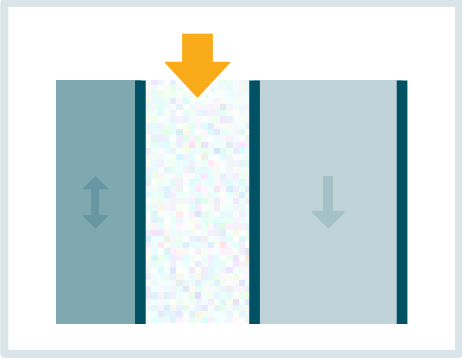
This plan helps identify where existing multimodal corridors are located citywide, and where future multimodal corridors may arise as facilities from this Active Transportation Plan are implemented. The opportunity to enhance the roadway for multiple users has the potential to expand the available and applicable grants, which further increases the likelihood of securing funding to make this plan a reality.

Consideration #1

Maximize Separation Between Different Modes and Users

Buffers and Parkways

Providing greater separation between pedestrian or bike facilities and vehicles on the roadway creates a more comfortable and safer experience for all users. Separation can be achieved by grassy parkways with or without landscaping, concrete barriers, or by rumble strips in tight right-of-ways.

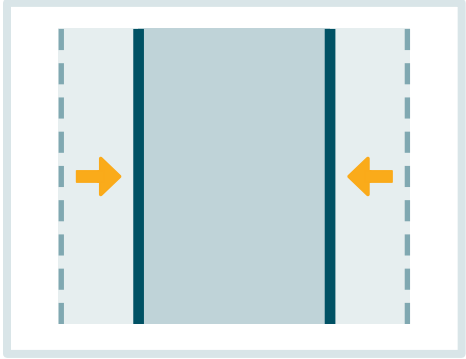


Consideration #2

Implement Practical Vehicle Lane Widths

11-foot Vehicle Lanes

Striping 11' vehicular travel lanes can be a compromise between narrower 10' lanes and wider 14' lanes. 11' lanes can still accommodate buses and trucks, while any space gained from narrowing existing wider lanes (12'+) allows room for a buffer space or additional space for other modes. 11' lanes are recommended specifically for multimodal corridors, which consist of a bus route and/or a truck route. If neither are present, then 9' or 10' lanes should be considered.

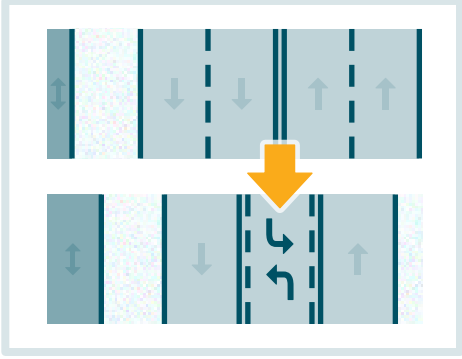


Consideration #3

Design Safe Streets for All Modes and Users

"Odd is Better than Even"

Reducing the number of lanes on a lower-volume roadway (e.g., 4 lanes to 3 lanes) improves safety, calms traffic and provides better mobility and access for all road users, including trucks. Commonly referred to as a "road diet" or "roadway reconfiguration", these redesigns typically involve converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through travel vehicular lanes and a center two-way left-turn lane.



Other Planning Considerations

Wayfinding Signage

Des Plaines' network of bicycle and pedestrian facilities provides connections between destinations within the City, to regional trail systems, and to neighboring communities. A comprehensive wayfinding signage network would provide easier navigation that promotes active transportation and enhances user experience. Providing this signage highlights these connections and increases awareness of the interconnectivity of the greater network of trails and pathways.

Wayfinding signage reminds drivers to watch for cyclists and pedestrians and helps cyclists stick to designated routes. Placed along shared use paths and trails, they help users connect between systems and navigate when trails turn or transition. Three primary types of wayfinding signs are described below. See section 9B.01 and 9B.20 of the ***Manual for Uniform Traffic Control Devices (MUTCD)*** for placement standards. A wayfinding signage update and plan is recommended and would be performed as a separate project.

Des Plaines River Trail (DPRT) Access

The existing DPRT access point at Miner Street and Camp Ground Road is of interest for improved access and wayfinding. While enhanced connectivity is recommended as part of this plan with bike lanes on Miner and intersection improvements at Miner/River Rd, adding wayfinding signage on the DPRT and on Miner Street and Camp Ground Road is recommended to ensure everyone can safely access downtown Des Plaines from the trail and those in the City can safely locate and access the trail.

Decision Signs

D1-3b in MUTCD

Indicates junctions between two routes and points users in the direction of multiple destinations. These signs should be placed on the near-side of intersections and along a route to point to a nearby destination, such as parks, schools, commercial areas, trails and bikeways, and neighboring communities.

Source: Friends of Cycling in Elk Grove

Turn Signs

D-11-1C in MUTCD

Shows users where routes continue from one street or trail to the next, keeping users on their intended path. They should be labeled with destinations and directional arrows, and can be further aided by pavement markings. Turn signs should be located on the near-side of intersections ahead of where the route turns.

Confirmation Signs

D1-3b in MUTCD

Signals to users they are on the correct street, path, or route to reach their destination. Recommended to be placed every ¼ to ½ miles. According to NACTO guidelines, bike lane and shared lane signage should be placed every two to three blocks along the street to ensure consistent wayfinding for bicyclists.

Electric Bicycles and Motorized Mobility Devices

Motorized Mobility Devices have become increasingly popular and are credited with attracting and enabling new riders by allowing them to travel greater distances with less physical exertion. For many riders, particularly mobility-limited individuals, those that cannot afford to drive, and/or those that choose not to drive, these devices provide a mobility solution. The most popular devices are electric bicycles or "e-bikes", which are bicycles that are equipped with an electric motor that provides propulsion. The speed and degree of propulsion assistance varies by e-bike classification. Other motorized mobility devices can include medical mobility devices, e-scooters, or hoverboards, but the list is expected to grow as more devices enter the marketplace.

As these types of mobility devices continue to become more prevalent, many communities have adopted practices and regulations to address common concerns regarding their use, ensure safety, and maintain a pleasant user experience for all. The most common concerns include lack of training or experience, unsafe operating speeds, and unstandardized path and trail etiquette. However, local e-bike practices and regulations vary, which can add confusion for e-bike users riding throughout neighboring communities, and in some cases, be inadvertently restrictive for those who depend on motorized mobility devices.

On December 1, 2025, the City adopted the ***Electric Bicycles and Motorized Mobility Devices Ordinance (M-26-25)***. The ordinance is summarized in this plan, but a review of the full M-26-25 ordinance is recommended to understand all regulations and additional details.

This ordinance regulates and outlines enforcement of the use of e-bikes, e-scooters, and other motorized mobility devices. The ordinance fills in the regulation gaps of the Illinois Vehicle Code to comprehensively ensure the safe, responsible use of these devices in a manner that is consistent with local laws and regulations. This ordinance also works in conjunction with the ban of all motorized devices in Des Plaines public parks.

Motorized Mobility Device Classifications

	Definition Source	Motor Assistance Type		Max Speed
		Pedal-Assist	Throttle Control	
Class I E-Bike	Illinois Vehicle Code	Yes	No	20 mph
Class II E-Bike	Illinois Vehicle Code	Yes	Yes	20 mph
Class III E-Bike	Illinois Vehicle Code	Yes	No	28 mph
Low-Speed E-Scooters*	Illinois Vehicle Code	No	Yes	10 mph
High-Speed E-Scooters	Des Plaines Municipal Code	No	Yes	28 mph
Out of Class E-Vehicle	Des Plaines Municipal Code	Yes	Yes	N/A

**Per the Illinois Vehicle Code, A low-speed electric scooter is a device weighing less than 100 pounds, with two or three wheels, handlebars and a floorboard that can be stood upon while riding that is powered by an electric motor and human power with a maximum speed of 10 miles per hour (mph).*

Under this new ordinance:

- High-Speed E-Scooters are defined as e-scooters with a motor of less than 750 watts that does not exceed 28 miles per hour.
- All motorized mobility devices that do not meet the criteria of Class I, II, or III e-bikes, or have a motor of more than 750 watts and exceeds 28 miles per hour are not permitted. Class I, II, and III e-bikes are categorized as Low-Speed Electric Bicycles.
- Every Low-Speed Electric Bicycle or Motorized Mobility Device operated after sunset or before dawn must be equipped with lamps and reflectors at the front and rear of the device and brakes.
- Class III e-bikes must also be equipped with speedometers and cannot be operated by persons under 16.
- Medical Mobility Devices and Toy Mobility Devices are exempted from these new regulations.
- Motorized mobility devices parked in a business district, must be parked in zones, officially designated for that purpose.

The City of Des Plaines expects to launch a public education campaign focused on educating residents how to safely ride motorized mobility devices and on the new ordinance.

Where Can I Ride? Allowable Locations for Electric Bicycles and Motorized Mobility Devices

	Sidewalk	Bike Lane	Shared-Use Path	Roadways *(35 mph or less)*	City Parking Garages	Lamps & Reflectors Required	Des Plaines Parks*	Age Restrictions
Non-Motorized Bicycle	✓	✓	✓	✓	×	✓	✓	N/A
Class I E-Bike	×	✓	✓	✓	×	✓	×	N/A
Class II E-Bike	×	✓	✓	✓	×	✓	×	N/A
Class III E-Bike	×	✓	✓	✓	×	✓	×	must be 16+
Low-Speed E-Scooters	✓	✓	✓	✓	×	✓	×	must be 18+
High-Speed E-Scooters	×	×	×	✓	×	✓	×	must be 18+
Toy Mobility Device	✓	✓	✓	×	×	×	×	N/A
Medical Mobility	✓	×	✓	✓	×	×	✓	N/A
Out of Class E-Vehicle	×	×	×	×	×	N/A	×	N/A

**The Des Plaines Park District is an independent body which sets policies and regulations for buildings, parks, public spaces, and other facilities within their jurisdiction. Their current ordinance prohibits the use of all motorized devices in any part of the Park System, such as pathways, playgrounds, and open space. They can only operate on roadways or parking lots going 15 miles per hour or less.*

Bike Parking

Bike parking is an important component of a bike network. It is critical that bicyclists have convenient and secure places to park once they arrive at key destinations. Ensuring the type and amount of bike parking is balanced with community needs is also crucial. Plentiful bike parking can encourage residents to choose bicycling over driving. The City is actively investigating locations or opportunities to increase bike racks in order to encourage visitors to bike downtown in lieu of driving or parking their cars.

Effective Bike Parking Guidelines

Durability, ease-of-use, and cost-effectiveness are the most important aspects for effective bike parking.

- **Short-term parking locations:** 50' or less from a visible building entrance. In an area with lighting and foot traffic. Can be identified by sign D4-3 in the Manual on Uniform Traffic Control Devices (MUTCD).
- **Long-term parking locations:** Should be easy to access with effective signage. Controlled access can include leased lockers or keycode/ attendant-monitored bike room or bike cage.
- **Security:** Parking locations should be visible to the public. Tamper-proof mounting and study racks increase security. Effective lighting is an additional safeguard feature.
- **Parking Capacity:** Association of Pedestrian and Bicycle Professionals (APBP)'s *Bicycle Parking Guidelines* offers recommendations.

Location Criteria and Installation

1. **Installation surface:** A concrete pad is most ideal. Other surfaces can accommodate some in-ground mounting or freestanding racks (mounted to rails). Asphalt is often too soft to hold proper anchors designed for concrete pad parking locations.
2. **Fasteners:** Concrete spikes offer the fastest installation and are most secure technique. Upon removal, spike fasteners can damage concrete or the rack. A concrete wedge anchor allows for removal but is not as tamper resistant (unless used with additional security nut bolts).
3. **Installation Technique:** Install with a hammer drill. When pouring a new concrete pad, consider embedding the parking fixture into the concrete.

Bike parking is generally requested and coordinated by individual entities, such as the Park District or business owners. Community members or groups interested in adding bike parking at specific locations should reach out to the Cityof Des Plaines or the adjacent building or business owner.

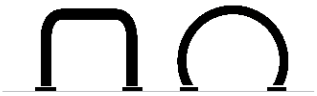
Des Plaines currently uses inverted U bike racks (Downtown Metra Station)

Bike Parking Examples

This page includes examples of best practices to consider when assessing different bike racks for implementation, as recommended in APBP's *Essentials of Bike Parking*. This guide also highlights which racks to avoid due to performance concerns.

RACKS FOR ALL APPLICATIONS

INVERTED U
also called staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING

Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL-SECURE

Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

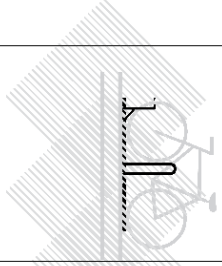
HIGH-DENSITY RACKS

High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes not compatible with two-tier or vertical racks.

STAGGERED WHEELWELL-SECURE

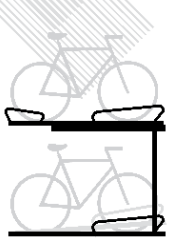
Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

Source: Essentials of Bike Parking, *Association of Pedestrian and Bicycle Professionals*


US Rte 12
Rand Rd
SPEED LIMIT
35

Chapter

4

INTERSECTION AND CROSSING IMPROVEMENTS

This chapter details intersections that should be considered for improvements. The locations were identified based on existing safety issues, public feedback, and a representative sample of types of crossings. These should serve as example improvements, which should be reviewed and considered for all path crossings in this plan. Many recommendations will need further study and may require coordination and approval from other agencies (e.g., IDOT, Cook County) prior to implementation.

The locations identified in this plan help connect key bike corridors across the City, as well as improve crossings for people walking or rolling at highly trafficked intersections and at locations near schools or commercial areas. Safety is imperative to creating a comprehensive and thoughtful citywide active transportation network. This means that all spaces in between these corridors, including intersections, should also be given appropriate design considerations to optimize movement and safety. Intersection or crossing design treatments considered are included in the intersection and crossing toolbox on page 51. Visualizations were created at select intersections to show the potential improvements that could be applied throughout the City of Des Plaines. They are representative examples; further study is needed at each identified location to determine the most appropriate and feasible improvements. For specific treatments recommended at each of the intersection or crossing improvement locations, please see the Intersection/Crossing Improvement Matrix in the Implementation section (page 66).

Shared use path on Thacker Street at the entrance to Prairie Lakes Park

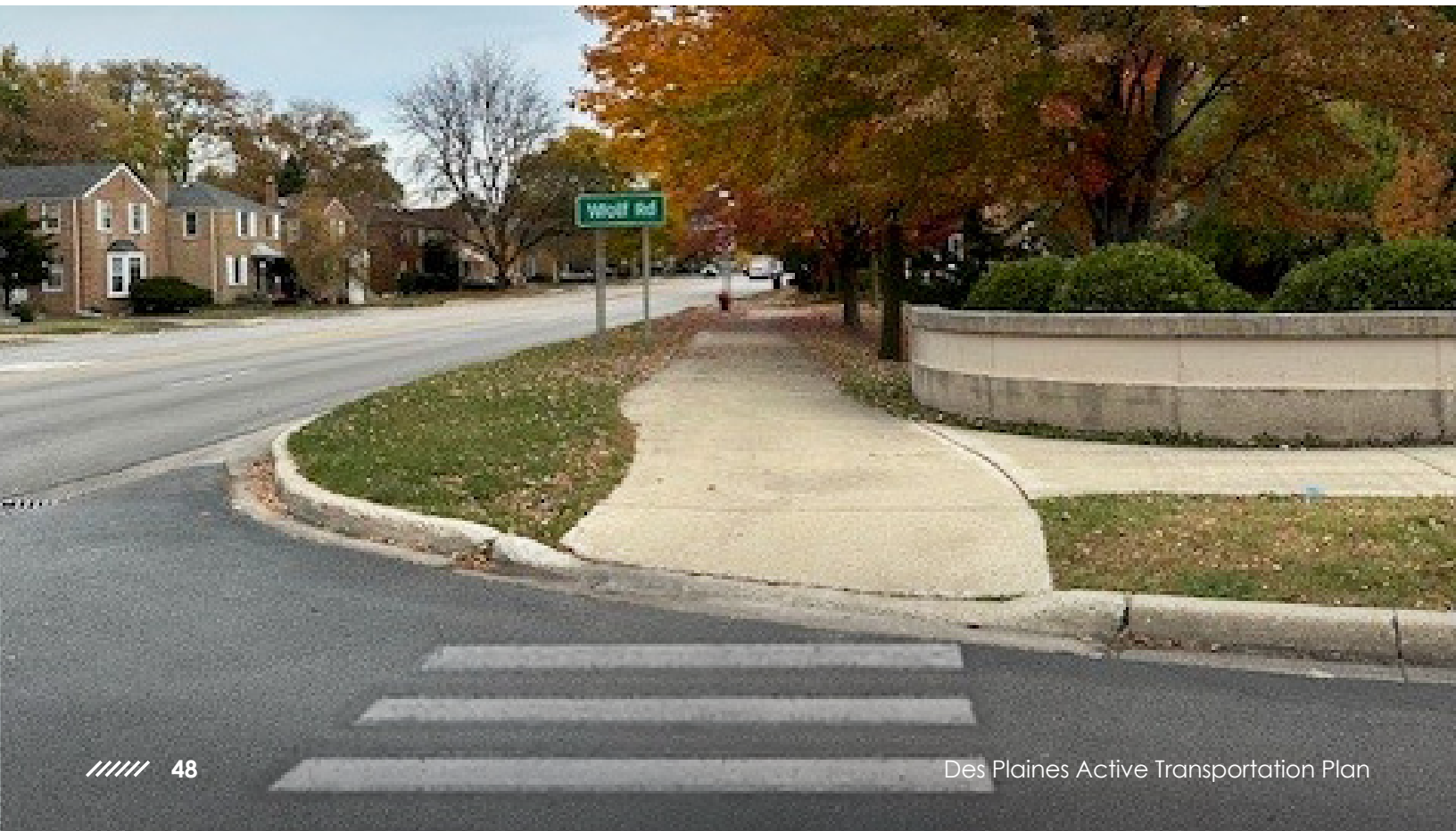
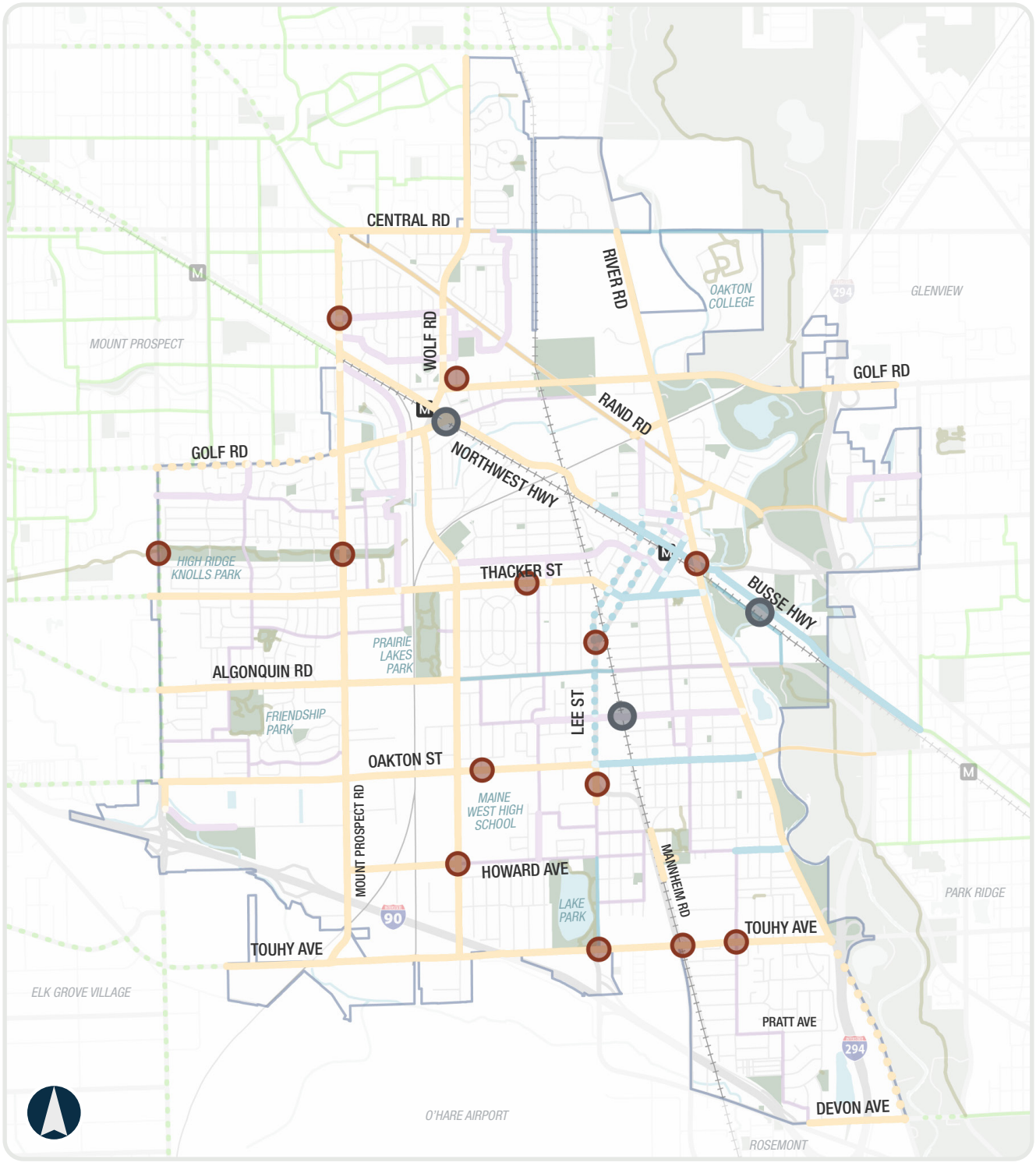


Figure 14. Intersection and Crossing Improvement Locations



- City Boundary
- Parks / Open Space
- Metra Station / Rail Line
- Freight Rail Line
- Path / Regional Trail
- Existing Neighbor Facility
- Future Neighbor Facility

Recommendations

Core Network Facility
- Bike Lane
- Shared Use Path
- Marked Shared Lane

Extended Network Facility
- Bike Lane
- Shared Use Path

Intersection / Crossing Improvement
- Intersection or Crossing
- Underpass or Overpass

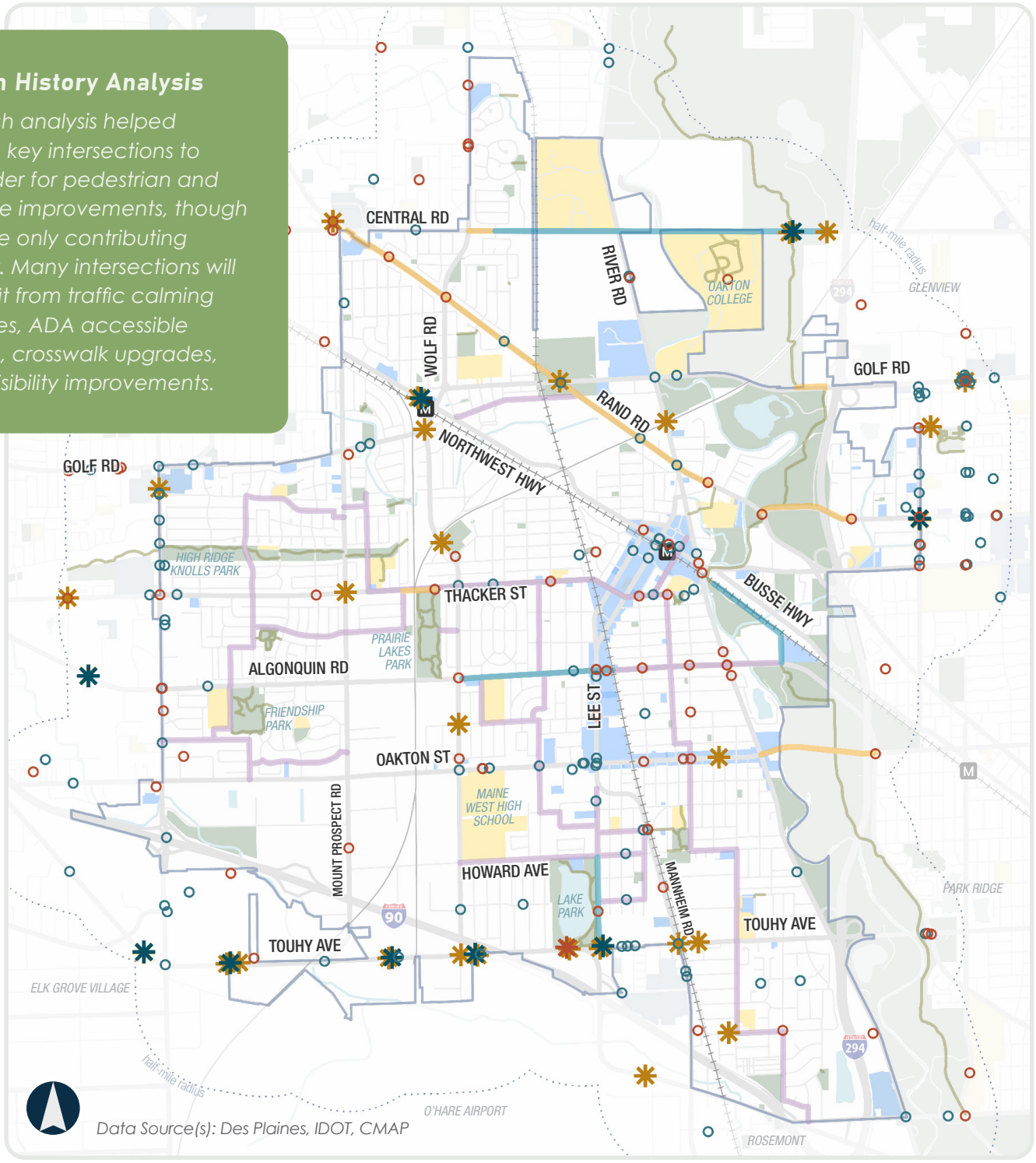
Figure 15. Crash Locations and Active Transportation Network

Non-Highway Crashes 2019-2023 (within a 1/2-mile radius of Des Plaines)

EXISTING CONDITIONS

Crash History Analysis

A crash analysis helped inform key intersections to consider for pedestrian and bicycle improvements, though not the only contributing factor. Many intersections will benefit from traffic calming devices, ADA accessible ramps, crosswalk upgrades, and visibility improvements.



- City Boundary
- Parks / Open Space
- Metra Station / Rail Line
- Freight Rail Line
- School
- Community-Oriented Space

Crash Locations

Crashes involving a person...

- Walking
- Walking | Fatality
- Biking
- Biking | Fatality
- Driving Only | Fatality

Existing Bike and Walking Facilities

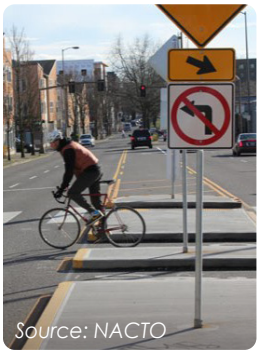
- Shared Lane
- Bike Lane
- Shared Use Path
- Trail

Intersection and Crossing Improvement Toolbox

The images below show potential tools the City of Des Plaines could use to improve crossings. These tools should be considered as the active transportation network is constructed. In many cases, additional study and approval will be needed to implement any of the recommendations.

High Visibility Crosswalks, Curb Ramps, and Detectable Warning Pads

Crosswalks increase pedestrian crossing path awareness and discourage drivers from encroaching into crosswalks. Curb ramps enable people in wheelchairs to cross streets. Detectable warning pads direct people with visual impairments through an intersection.

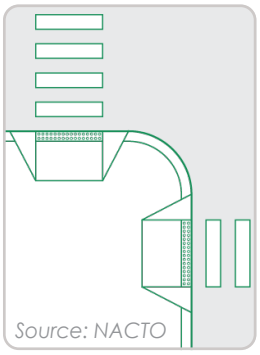


Median Refuge Islands

Median refuge islands buffer and protect pedestrians and cyclists crossing wide or busy streets, enabling them to cross in two stages.

Pedestrian Countdown Signals

These signals are typically mounted on traffic signals and show the number of seconds remaining until the "Don't Walk" phase ends and opposing traffic receives a green light.



Reduced Corner Radii

The size of the corner at an intersection relates to the length of a crosswalk and the speed of turning traffic. Reducing curb radii create a shorter crossing distance for pedestrians and encourage drivers to slow down when making right turns.

Curb Bumpouts

Bump-outs provide shorter crossing distances for pedestrians and improve sightlines for both drivers and pedestrians. They can slow the speed of turning traffic. They are most appropriate for use on local roads where they intersect arterial and collector streets.

Rectangular Rapid Flashing Beacons

Rectangular rapid flash beacons (RRFBs) are highly visible signage, and use flashing yellow LED lights to supplement standard pedestrian crossing warning signs at mid-block and other unsignalized crossing locations.

Bicycle and Pedestrian Crossing Signs

Pedestrian and/or bicycle crossing signs warn drivers that a school, pedestrian or bicycle crossing is ahead. "Must stop for pedestrians in crosswalk" signage can also be used.

Raised Crosswalks

Raised crosswalks serve as a tool for traffic calming by bringing the level of the roadway to that of the sidewalk (e.g., roadway flush with height of the curb). They force vehicles to slow down before passing over the crosswalk and provide a level pedestrian or bicyclist path of travel from curb to curb.

Crossing Improvement Visualizations

Various crossing improvement tools discussed on the previous page are depicted in the proposed intersection improvement visualizations on the following pages.

Each visualization is meant to represent how these different design applications, when used in combination with each other, have the potential to improve the overall experience for people walking, biking, and rolling—whether that is navigating crossing the street, feeling safer from vehicular traffic, or infusing more enjoyment into the overall active travel experience. Implementing these different crossing tools also has benefits to improve safety and traffic calming for motorized vehicles, such as slowing speeds, promoting multimodal awareness, and lowering frequency and severity of crashes.

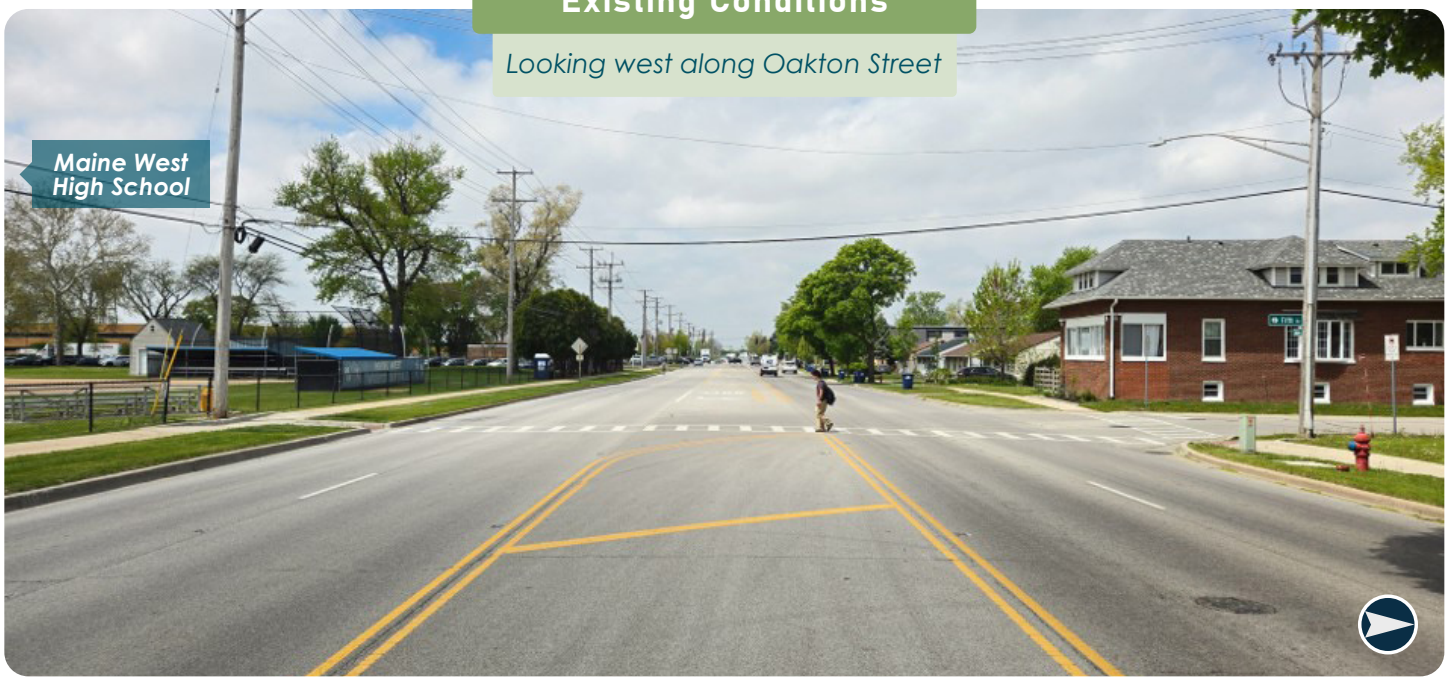
Many of the design enhancements displayed in these visualizations can be applied to other similar intersections across the City of Des Plaines.

Existing crossing enhancements and traffic calming measures along Thacker Street near Central Elementary School

Figure 16. 5th Avenue and Oakton Street Potential Crossing Improvements

Existing Conditions

Looking west along Oakton Street



Potential Future Conditions

Looking west along Oakton Street

Figure 17. Touhy Avenue and Lee Street Potential Crossing Improvements

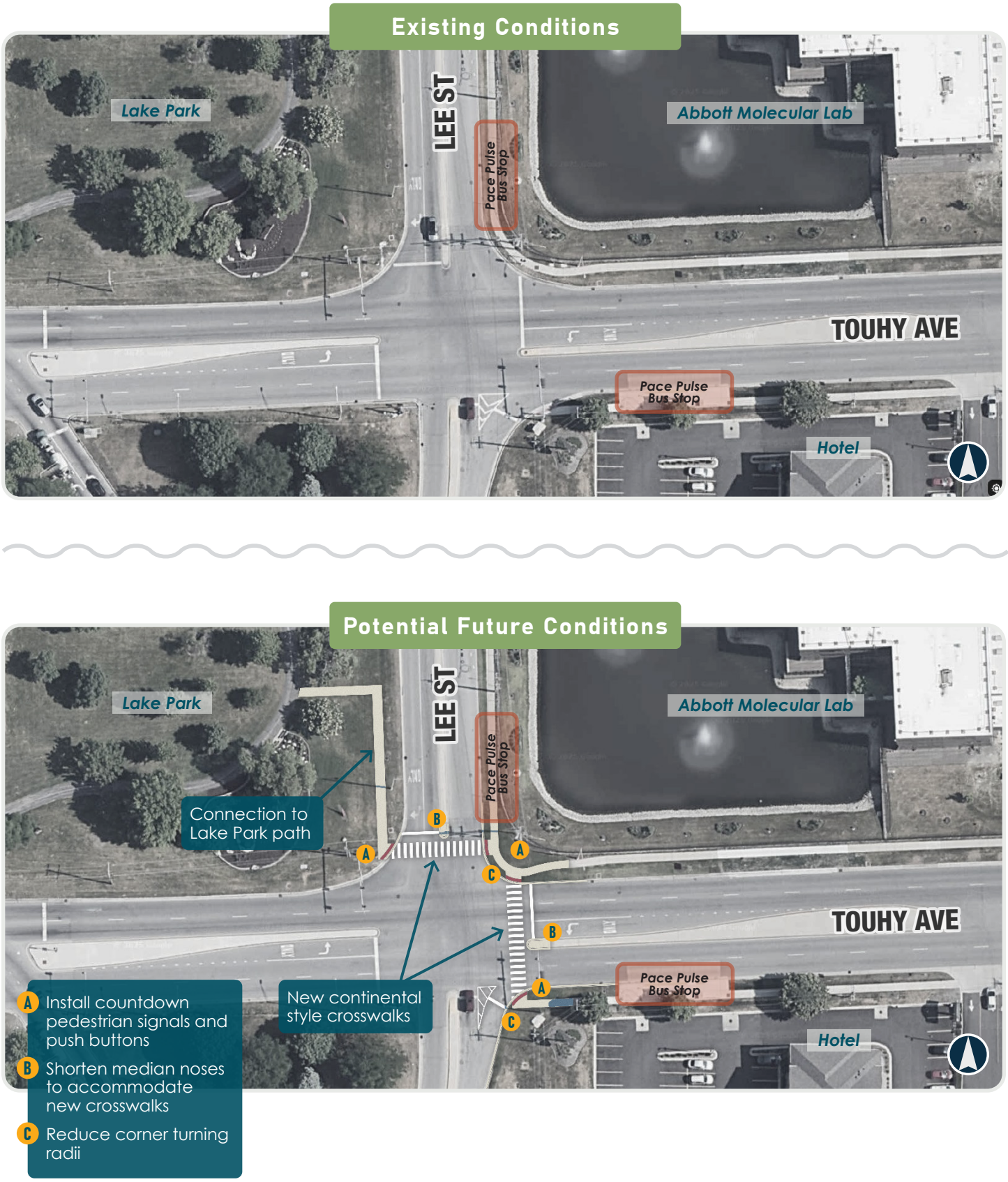
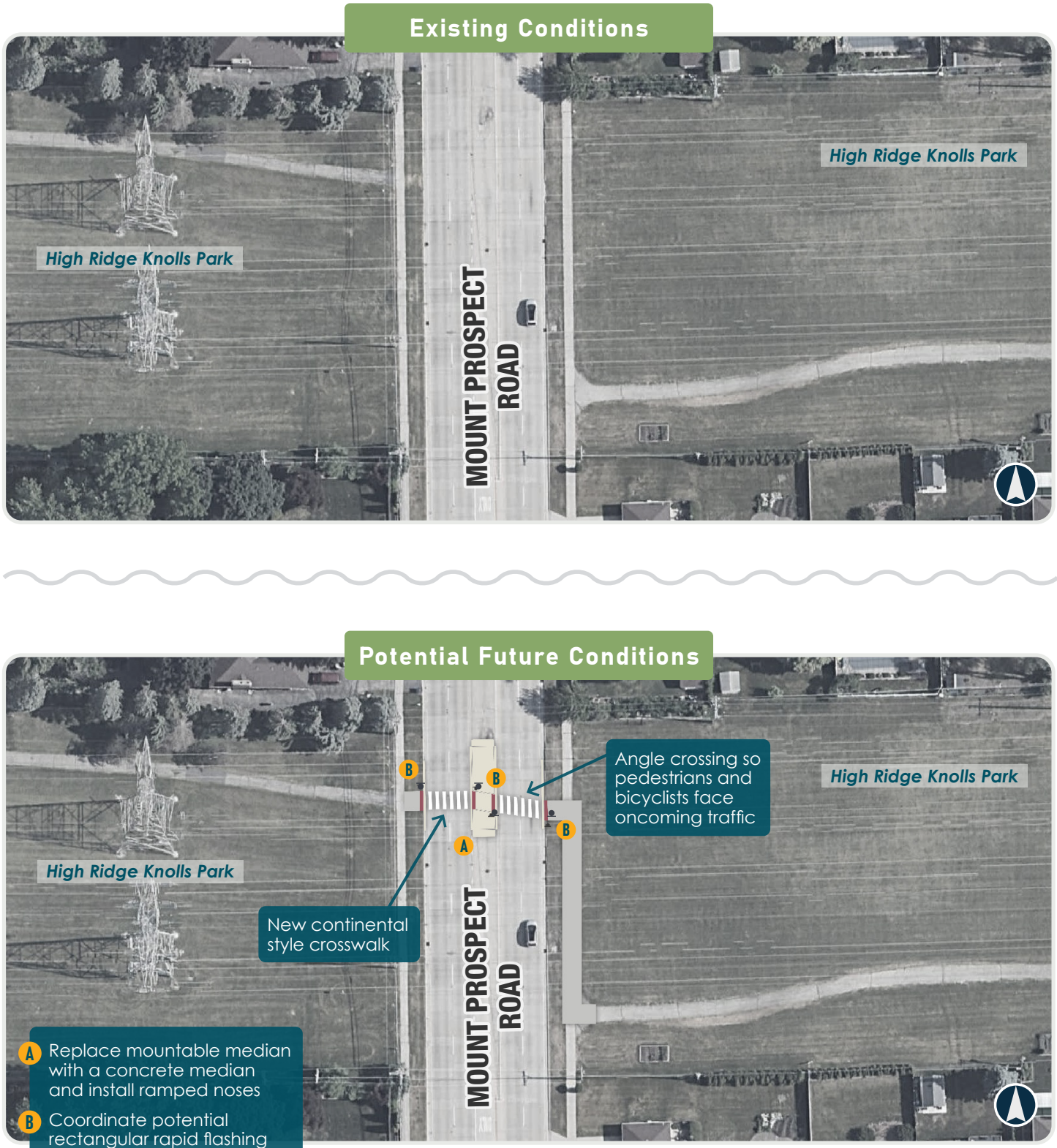


Figure 18. Mount Prospect Road and High Ridge Knolls Park Potential Crossing Improvements




NO
TURN
ON RED
ON SCHOOL DAYS
WHEN CHILDREN
ARE PRESENT
IHC
GROVE
SIDEWALK
CLOSED

Chapter

5

MOVING THE PLAN FORWARD: IMPLEMENTATION

The 2025 Des Plaines Active Transportation Plan is meant to be implementable, so that residents and visitors of all ages and abilities have access to safe and connected walking, biking and rolling routes. Building out the complete network will take time, funding, and further study to determine the best solution.

Network Implementation

This chapter provides recommendations for pursuing projects based on community priorities, needs, and feasibility. The following prioritization and phasing plan will help the community determine which recommendations to pursue first for grant funding and to include in upcoming City budgets. The goal of prioritization and phasing is to create an active plan that sets realistic timelines and does not sit on the shelf.

Network Prioritization

Each recommendation was evaluated using prioritization criteria, which were based on data analysis, community feedback, and City priorities. This resulted in a prioritization score for each corridor or intersection. This score can help Des Plaines determine the top recommendations to implement. This can be particularly useful in pursuing grant funding for larger-scale projects. It is a composite of the criteria listed below.

CONNECTIVITY

- *Connects to an existing regional trail (e.g., Des Plaines River Trail)*
- *Connects to a neighboring community's existing or programmed facility*
- *Connects to a park or community-oriented space*
- *Near a transit stop*
- *Near a school*

SAFETY

- *Addresses safety issues in an area with crashes involving people biking, walking, or rolling*
- *Addresses safety issues in an area with fatal or serious-injury vehicle crashes*

COMMUNITY CONTEXT

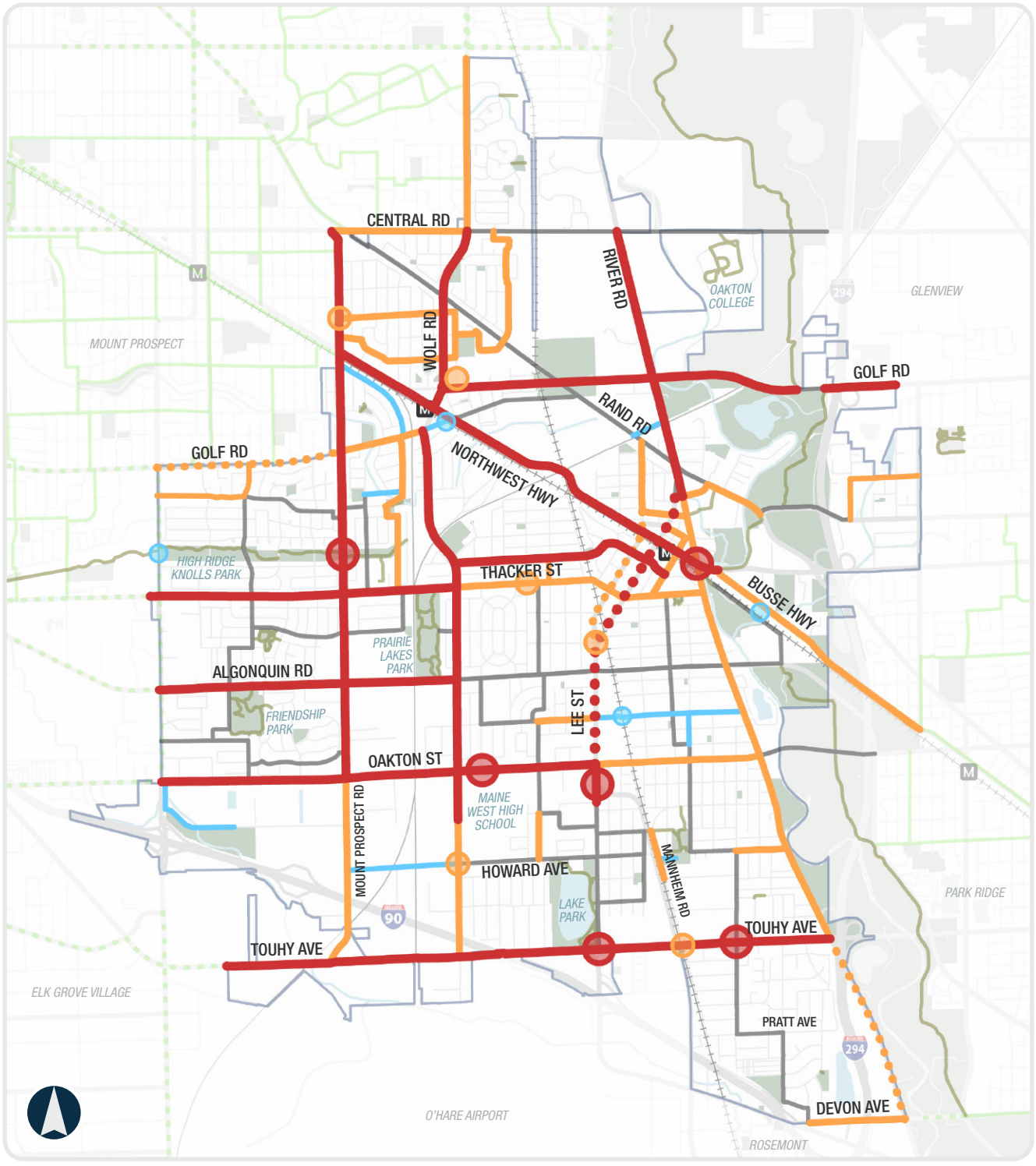
- *Identified as a community priority during community engagement activities*
- *Serves areas with a higher likelihood of bicycle and pedestrian activity**

PROJECT READINESS

- *Ability of project to be initiated locally (relatively low cost and easy to implement)*

** As determined through the Active Transportation Propensity Index analysis*

Figure 19. Active Transportation Network Prioritization



Network Implementation Matrix

The network implementation matrix includes each recommended facility, planning-level cost estimate, and assigns a prioritization level and phasing tier for the City to consider. The phasing tiers are as follows: **Tier 1)** ability to be initiated locally, low cost of implementation, and minimal external coordination, **Tier 2)** medium cost of implementation, some external coordination, **Tier 3)** high cost of implementation, right-of-way or easement acquisition likely, heavy external coordination, and potential agreements needed to proceed with the project. See **Appendix B** for full matrix.

New Facilities

City Maintained Roadways

Route Name	Facility Type	Jurisdiction	Est. Cost *(in 2025 dollars)*	Prioritization	Phasing Tier
Prairie Ave from Wolf Rd to Pearson St	Marked Shared Lane	Des Plaines	$12,000	High	Tier 1
2nd Ave from Prairie Ave to Thacker St	Marked Shared Lane	Des Plaines	$1,200	Medium	Tier 1
3rd Ave from Central Rd to Rand Rd	Marked Shared Lane	Des Plaines	$7,800	Medium	Tier 1
8th Ave from Drake Ln to Princeton St	Marked Shared Lane	Des Plaines	$5,400	Medium	Tier 1
Bellaire Ave from Ballard Rd to Church St	Marked Shared Lane	Des Plaines	$2,400	Medium	Tier 1
Church St from Bellaire Ave to Potter Rd	Marked Shared Lane	Des Plaines	$3,600	Medium	Tier 1
Deane St/Frontage Rd from Prospect Ave to Birchwood Ave	Shared Use Path	Des Plaines / ComEd	$429,000	Medium	Tier 1
Dulles Rd from Elmhurst Rd (IL 83) to Marshall Dr	Marked Shared Lane	Des Plaines	$4,800	Medium	Tier 1
Forest Ave from Webster Ln to Lee St	Marked Shared Lane	Des Plaines	$5,400	Medium	Tier 1
Graceland Ave from Perry St to Rand Rd	Marked Shared Lane	Des Plaines	$5,400	Medium	Tier 1
Howard Ave from Maple St to River Rd	Bike Lane	Des Plaines	$13,600	Medium	Tier 1
Market St from Pearson St to Lee St	Marked Shared Lane	Des Plaines	$4,200	Medium	Tier 1
Marshall Dr from Dulles Rd to Golf Rd	Marked Shared Lane	Des Plaines	$2,400	Medium	Tier 1
Meadow Ln from 8th Ave to Rand Rd	Marked Shared Lane	Des Plaines	$5,400	Medium	Tier 1
Cranbrook Dr/Drake Ln from Mount Prospect Rd to Rand Rd	Marked Shared Lane	Des Plaines	$7,800	Medium	Tier 1
Oakton St from Lee St to River Rd	Bike Lane	Des Plaines	$38,800	Medium	Tier 1
Pearson St from Thacker St to Market St	Bike Lane	Des Plaines	$18,000	Medium	Tier 1
Perry St from River Rd to Graceland Ave	Marked Shared Lane	Des Plaines	$5,400	Medium	Tier 1
Princeton St from Dimucci-Lowenberg Park to 8th Ave	Marked Shared Lane	Des Plaines	$7,800	Medium	Tier 1
Thacker St from Graceland Ave to River Rd	Bike Lane	Des Plaines	$25,200	Medium	Tier 1

City Maintained Roadways (continued)

Route Name	Facility Type	Jurisdiction	Est. Cost (in 2025 dollars)	Prioritization	Phasing Tier
Warrington St from Golf Rd to Thacker St	Marked Shared Lane	Des Plaines	$9,000	Medium	Tier 1
Webster Ln from Everett Ave to Howard Ave	Marked Shared Lane	Des Plaines	$5,400	Medium	Tier 1
Central Rd from Mount Prospect Rd to Wolf Rd	Shared Use Path	Des Plaines	$1,197,000	Medium	Tier 2
Devon Ave from Stillwell Dr to River Rd	Shared Use Path	Des Plaines	$2,000,000	Medium	In Progress
River Rd from Oakton St to Elk Blvd	Shared Use Path	Des Plaines	$2,712,200	Medium	Tier 2
Thacker St from Wolf Rd to Graceland Ave	Shared Use Path	Des Plaines	$1,511,600	Medium	Tier 2
Wolf Rd from Euclid Ave to Central Rd	Shared Use Path	Des Plaines	$1,634,200	Medium	Tier 2
River Rd from Devon Ave to Touhy Ave	Shared Use Path	Des Plaines	$1,767,000	Medium	Tier 3
River Rd from Touhy Ave to Oakton St	Shared Use Path	Des Plaines	$1,923,800	Medium	Tier 3
Arndt Park Access from Deane St/Frontage Rd to Arndt Park	Shared Use Path	Des Plaines	$154,400	Low	Tier 1
Forest Ave from Center St to River Rd	Marked Shared Lane	Des Plaines	$6,600	Low	Tier 1
Seegers Rd from Golf Rd to Underpass	Shared Use Path	Des Plaines	$257,200	Low	Tier 1
Warrington St from Mount Prospect Rd to Golf Rd	Marked Shared Lane	Des Plaines	$6,600	Low	Tier 1
Washington St from Warrington St to Westgate Rd	Marked Shared Lane	Des Plaines	$2,400	Low	Tier 1
White St from Forest Ave to Lincoln Ave	Marked Shared Lane	Des Plaines	$4,200	Low	Tier 1
Wille Rd from Elmhurst Rd (IL 83) to Majewski Park	Marked Shared Lane	Des Plaines	$6,600	Low	Tier 1
Howard Ave from Mount Prospect Rd to Wolf Rd	Shared Use Path	Des Plaines	$1,011,600	Low	Tier 2

Assumptions

- *Marked shared lanes and bike lanes on City maintained roadways can be constructed in-house (no Phase I, II, or III construction engineering).*
- *Cost estimates for materials and construction contingency only.*
- *Shared use path cost estimates include Phase I, II, and III engineering and construction estimates.*
- *D11-1 bike route signage is included every 600' (in each direction) for roadways (not shared use paths).*
- *D11-1 bike route signs include post and are $150/sign.*
- *Wayfinding signage is not included in cost estimates.*
- *Sharrows are located every 220' (in each direction) on marked shared lanes and bike lanes.*

Non-City Maintained Roadways

Route Name	Facility Type	Jurisdiction	Est. Cost *(in 2025 dollars)*	Prioritization	Phasing Tier
Lee St from Everett Ave to Oakton St	Shared Use Path	IDOT	$250,800	High	Tier 2
Lee St from Oakton St to Elk Blvd	Bike Lane	IDOT	$74,400	High	Tier 2
Mount Prospect Rd from Central Rd to Oakton St	Shared Use Path	Cook County	$5,148,000	High	Tier 2
Thacker St from Elmhurst Rd (IL 83) to Wolf Rd	Shared Use Path	Cook County	$2,870,200	High	Tier 2
Touhy Ave from Lee St to Wolf Rd	Shared Use Path	IDOT	$1,313,600	High	Tier 2
Algonquin Rd from Elmhurst Rd (IL 83) to Wolf Rd	Shared Use Path	IDOT	$2,791,200	High	Tier 3
Golf Rd from Wolf Rd to Potter Rd	Shared Use Path	IDOT	$4,295,000	High	Tier 3
Northwest Hwy (Miner) from Busse Hwy to Western Ave	Road Diet + Bike Lane	IDOT	$2,228,200	High	Tier 3
Northwest Hwy from Western to Mount Prospect Rd	Shared Use Path	IDOT	$2,874,800	High	Tier 3
Oakton St from Elmhurst Rd (IL 83) to Lee St	Shared Use Path	IDOT	$4,033,000	High	Tier 3
River Rd from Elk Blvd to Central Rd	Shared Use Path	IDOT	$2,529,200	High	Tier 3
Touhy Ave from River Rd to Lee St	Shared Use Path	IDOT	$2,170,800	High	Tier 3
Touhy Ave from Wolf Rd to Elmhurst Rd (IL 83)[1]	Shared Use Path	IDOT	$2,197,200	High	Tier 3
Wolf Rd from Central Rd to Golf Rd	Shared Use Path	IDOT	$2,009,400	High	Tier 3
Wolf Rd from Golf Rd to Warrior Way	Shared Use Path	IDOT	$3,775,600	High	Tier 3
Elk Blvd from Lee St to Rand Rd	Shared Use Path	IDOT	$368,400	Medium	Tier 2
Golf Rd from Blackhawk Park to Golf Rd/ Wolf Rd	Shared Use Path	IDOT	$534,200	Medium	Tier 2
Graceland Ave from Walnut Ave to Perry St	Bike Lane	IDOT	$69,600	Medium	Tier 2
Mount Prospect Rd from Oakton St to Touhy Ave	Shared Use Path	Cook County	$1,768,200	Medium	Tier 2
Wolf Rd from Warrior Way to Touhy Ave	Shared Use Path	IDOT	$1,268,000	Medium	Tier 2
Golf Rd from Blackhawk Park to Elmhurst Rd (IL 83)	Shared Use Path	IDOT	$1,989,000	Medium	Tier 3

[1] *Construction is currently ongoing for a portion of this segment, from Elmhurst Road (IL 83) to Mount Prospect Road (Cook County project)*

Non-City Maintained Roadways (continued)

Route Name	Facility Type	Jurisdiction	Est. Cost *(in 2025 dollars)*	Prioritization	Phasing Tier
ComEd Right-of-Way (ROW) from Rand Rd To River Rd	Shared Use Path	ComEd	$281,200	Low	Tier 2
Elmhurst Rd (IL 83) from Oakton St to Wille Rd	Shared Use Path	IDOT	$256,000	Low	Tier 2

Assumptions

- *Marked shared lanes and bike lanes on City maintained roadways can be constructed in-house (no Phase I, II, or III construction engineering).*
- *Cost estimates for materials and construction contingency only.*
- *Shared use path cost estimates include Phase I, II, and III engineering and construction estimates.*
- *D11-1 bike route signage is included every 600' (in each direction) for roadways (not shared use paths).*
- *D11-1 bike route signs include post and are $150/sign.*
- *Wayfinding signage is not included in cost estimates.*
- *Sharrows are located every 220' (in each direction) on marked shared lanes and bike lanes.*

In addition to new facilities, providing consistent signage and pavement markings for all bike lanes and marked shared lanes is recommended. This table below lists existing bike lanes and marked shared lanes, along with a cost estimate per mile. This provides a guide and reference point as these facilities are updated and maintained over time. It is recommended that the City considers developing a 5-year maintenance schedule for signage and pavement markings.

Existing Facilities

Route Name	To Street	From Street	Facility Type	Length *(in feet)*
5th Ave	Algonquin Rd	Forest Ave	Marked Shared Lane	1,327
Algonquin Rd	Canadian National Railroad	River Rd	Marked Shared Lane	3,288
Algonquin Rd	Des Plaines River Bridge	Joseph J Schwab Rd	Marked Shared Lane	786
Algonquin Rd	Wolf Rd	Canadian National (CN) Railrod	Bike Lane	4,454
Algonquin Rd	River Rd	Bridge	Buffered Bike Lane	784
Central Rd	Wolf Rd	Timothy Ln	Marked Shared Lane	768
Central Rd	Timothy Ln	Dearlove Rd	Bike Lane	11,695
Chestnut St	Prospect Ave	Fargo Ave	Marked Shared Lane	1,986
Cora St	Thacker St	Lincoln Ave	Marked Shared Lane	4,317
Cordial Dr	Elizabeth Ln	Marshall Dr	Marked Shared Lane	1,020
Dover Dr	Marshall Dr	Mount Prospect Rd	Marked Shared Lane	2,990
Dulles Rd/Bradley St	Mount Prospect Rd	Marshall Dr	Marked Shared Lane	3,117
Elizabeth Ln	Seymour Ave	Joyce Dr	Marked Shared Lane	466
Everett Ave/Prospect Ln	Webster Ln	Lee St	Marked Shared Lane	2,048
Fargo Ave	Lee St	Chestnut St	Marked Shared Lane	1,543
Florian Dr	Marshall Dr	Seymour Ave	Marked Shared Lane	675
Forest Ave	5th Ave	Webster Ln	Marked Shared Lane	1,644
Fremont Ave	Mount Prospect Rd	Westgate Rd	Marked Shared Lane	645
Howard Ave	Wolf Rd	Chestnut St	Marked Shared Lane	5,319
Howard Ave	White St	Maple St	Marked Shared Lane	1,349
Joseph J Schwab Rd	Algonquin Rd	Northwestern Park	Bike Lane	3,042
Joyce Dr	Elizabeth Ln	Cordial Dr	Marked Shared Lane	322
Lee St	Mannheim Rd	Howard Ave	Marked Shared Lane	1,930
Lee St	Touhy Ave	Howard Ave	Buffered Bike Lane	2,597

Existing Facilities (continued)

Route Name	To Street	From Street	Facility Type	Length *(in feet)*
Lincoln Ave	Cora St	White St	Marked Shared Lane	440
Maple St	Howard Ave	Pratt St	Marked Shared Lane	5,305
Marshall Dr	Dulles Rd	Florian Dr	Marked Shared Lane	4,418
Marshall Dr	Cordial Dr	Dover Dr	Marked Shared Lane	696
Pearson St	Thacker St	Miner St	Marked Shared Lane	1,469
Pratt St	Maple St	Scott St	Marked Shared Lane	1,324
Prospect Ave	Lee St	Illinois St	Marked Shared Lane	2,203
Scott St/Stilwell Dr	Pratt St	Devon Ave	Marked Shared Lane	3,138
Seegers Rd	Miner St	Rand Rd	Marked Shared Lane	3,437
Seymour Ave	Florian Dr	Elizabeth Ln	Marked Shared Lane	2,369
Thacker St	Westgate Rd	Cora St	Marked Shared Lane	8,739
Walnut Ave	Marshall Dr	Warrington St	Marked Shared Lane	4,386
Warrington	Walnut Ave	Thacker St	Marked Shared Lane	1,132
Webster Ln	Forest Ave	Everett Ave	Marked Shared Lane	2,660
Webster Ln	Thacker St	Algonquin Rd	Marked Shared Lane	2,647
Webster Ln/Carol Ln	Algonquin Rd	Forest Ave	Marked Shared Lane	1,607
Westgate Rd	Fremont Ave	Thacker St	Marked Shared Lane	2,461
White St	Lincoln Ave	Howard Ave	Marked Shared Lane	3,079

Assumptions

For Marked Shared Lanes

- *Sharrow markings are recommended every 220' (in each direction) on marked shared lanes*
- *Sharrow markings are approximately $5,000 / mile (for both directions)*
- *D11-1 bike route signage is recommended every 600' (in each direction) for roadways*
- *D11-1 bike route signs including post are approximately $150/sign*

For Conventional Bike Lanes

- *Bike lane markings are recommended every 220' (in each direction) on bike lanes*
- *Bike lane markings and bike lane striping is approximately $35,000 / mile (for both directions)*
- *D11-1 bike route signage is recommended every 600' (in each direction) for roadways*
- *D11-1 bike route signs including post are approximately $150/sign*

Intersection and Crossing Implementation Matrix

This cost estimate matrix includes each recommended location, planning-level cost estimate for potential improvements, and assigns a prioritization level and phasing tier for the City to consider. The phasing tiers are as follows: **Tier 1)** ability to be initiated locally, low cost of implementation, and minimal external coordination, **Tier 2)** medium cost of implementation, some external coordination, **Tier 3)** high cost of implementation, heavy external coordination, and potential agreements needed to proceed. However, as bicycle and pedestrian facilities are installed, the accompanying crossing improvements should also be further studied and implemented. See **Appendix B** for full matrix.

Intersection	Jurisdiction(s)	Prioritization	Phasing Tier	Potential Improvements to Consider									Est. Cost *(in 2025 dollars)*
				High Visibility Crosswalks	Reduced Corner Radii & Curb Extensions	Pedestrian-Friendly Porkchops	ADA Curb Improvements	Median Refuge Island	RRFBs	Bicycle & Pedestrian Warning Signs	Underpass (U) or Overpass (O)	Other*	
Mannheim Rd and Lee St	IDOT, Des Plaines	High	Tier 1	X			X						$65,200
Touhy Ave and Lee St	IDOT	High	Tier 2	X		X	X			X			$445,000
Touhy Ave and Maple St	IDOT, Des Plaines	High	Tier 1	X			X			X			$115,400
Mount Prospect Rd and High Ridge Knolls Park	Cook County	High	Tier 2	X				X	X				$361,400
Oakton St and 5th Ave	IDOT, Des Plaines	High	Tier 2					X	X				$347,600
River Rd and Miner St	IDOT, Des Plaines	High	Tier 2							X			$238,000
8th Ave and Chippewa Middle School	Des Plaines	Medium	Tier 1	X			X						$37,600
Dimucci-Lowenberg Park and Mount Prospect Rd	Cook County, Des Plaines	Medium	Tier 1		X				X				$242,400
Thacker St and 3rd Ave	Des Plaines	Medium	Tier 1	X									$5,400
Graceland Ave and Lee St	IDOT	Medium	Tier 2	X	X		X						$242,400
Touhy Ave and Greco Ave/Frontage Rd	IDOT, Des Plaines	Medium	Tier 2	X		X	X					A	$347,600
Wolf Rd and Howard Ave	IDOT, Des Plaines	Medium	Tier 2	X		X	X			X			$451,800
Elmhurst Rd (IL 83) and High Ridge Knolls Park	IDOT	Low	Tier 2	X			X	X	X				$346,400
Forest Ave and Canadian National Railroad	Des Plaines	Low	Tier 3								X (U)		$8,000,000
Northwestern Woods and Union Pacific Railroad	Des Plaines	Low	Tier 3								X (O)		$5,000,000
Seegers Rd and Union Pacific Railroad	Des Plaines	Low	Tier 3								X (U)		$6,500,000
Northwest Hwy S-Curve	IDOT	In Progress										B	$4,000,000
Northwest Hwy and Cumberland Metra Station	IDOT	In Progress		X					X		X (U)		$200,000

A. Pedestrian signals are first priority

B. A shared use path underpass is in design in coordination with IDOT. Construction is anticipated for 2029, pending funding.

Funding Sources

There are multiple funding sources for transportation programs that are applicable to Des Plaines. Most programs are highly competitive and require a local match but provide grant funding opportunities for active transportation projects. Many federal transportation funds can be used for pedestrian and bicycle projects. Information and guidance on the following funding sources can be found in **Appendix C**:

- US Department of Transportation (USDOT)
- Illinois Department of Transportation (IDOT)
- Illinois Department of Natural Resources (IDNR)
- Illinois Commerce Commission (ICC)
- Chicago Metropolitan Agency for Planning (CMAP)
- Northwest Council of Mayors (NWMC)
- Cook County
- Nonprofit Organization Grants and Foundation Grants

Existing bike lanes along Lee Street near Howard Avenue and Lake Park


DES
PLAINES
ILLINOIS