



THOROUGHFARE AND TRANSPORTATION POLICY PLAN

*VILLAGE OF ARLINGTON HEIGHTS
OCTOBER 2012*

ARLINGTON HEIGHTS THOROUGHFARE AND TRANSPORTATION POLICY PLAN

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2012

ARLINGTON HEIGHTS THOROUGHFARE AND TRANSPORTATION POLICY PLAN

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INTRODUCTION

Thoroughfares are public right-of-way corridors within which the public streets, parkways and sidewalks accommodate personal and commercial vehicles, pedestrians, bicyclists, and some forms of public transportation making travel across the community and to other areas of the region possible. The layout and design of the thoroughfares, and transit options such as Metra and PACE, form a network which is the basis of the transportation system in Arlington Heights. The thoroughfare network is not static, it responds to changes in population, employment and land use in the Village. The constant evolution of the thoroughfare network is a source of both conflict and opportunity in the development of the Village.

A Thoroughfare and Transportation Policy Plan is an officially adopted public document which attempts to prescribe remedies for points of conflict and establish an overall strategy aimed at the unified and coordinated maintenance and development of the Village's thoroughfare network. The Plan includes a classification of thoroughfares, recommended engineering standards, roadway standards, intersection, design access control; speed control policies, recommended thoroughfare improvements, and implementation strategies-

In addition, public transit is an extremely important component of the transportation system. The existing Metra Commuter Rail system along the UP Northwest Line, PACE and the Township Bus system provides viable transportation options. More transit helps reduce the impact on the thoroughfare system and environment. Future improvements to transit should be encouraged such as the proposed Metra STAR Line. The Village's proximity to O'Hare International Airport provides excellent access to one of the world's busiest airports, and future access improvements should be encouraged.

Policies that promote energy efficiency and conservation as outlined in the Village's Energy Efficiency Conservation Strategy (EECS) adopted by the Board in June 2009, shall be considered when evaluating all transportation and land use projects. Also the Village shall continue to promote the Idle Free Arlington Heights Policy to conserve energy and reduce vehicle emissions.

The policies in the Plan should be continuously referred to by decision makers when weighing thoroughfare development issues confronting the Village. No decision related to the community's thoroughfare network should be made without consulting the Plan and examining the effect the available options may have on the Plan's objectives as they relate to the entire community.

The formulation and enforcement of zoning and subdivision regulations, traffic laws and other ordinances, and a capital improvement program are the principle means by which the Village implements the objectives and recommendations of the Thoroughfare and Transportation Policy Plan. Land Use decisions should take into consideration the thoroughfare network and transit options available to serve development.

The Arlington Heights Thoroughfare and Transportation Policy Plan consists of five sections. Section One, Thoroughfare and Transportation Policy Plan Objectives, identifies the goals and principle objectives of the Plan. Section Two, Thoroughfare Policies, sets forth the Village's policies towards development of the thoroughfare network. Section Three, Improvement Recommendations, is developed as a programming device for thoroughfare improvements. Section Four, Implementation, explains the processes, tools and strategies used to put the policies and recommendations of the Thoroughfare and Transportation Plan to work. Section Five, Appendix, contains information and data related to the thoroughfare and transportation network.

“Land Use decisions should take into consideration the thoroughfare network and transit options available to serve development.”



- | | | |
|-------------------------------|--|-----------------------------|
| A. Main Street Retail | F. Bridge Connection to Platforms | K. Detention |
| B. Train Station | G. Underpass | L. Rowhomes |
| C. Urban Promenade | H. Housing/Multi-Family | M. bike path/Trail |
| D. Boulevard | I. Rowhomes | N. Existing Housing |
| E. Museum/Central Park | J. Focal Points at End of View Corridor | O. Pedestrian Bridge |

(Proposed Metra STAR Line I-90 and Arlington Heights Road: Future Land Use Plan)

SECTION ONE

THOROUGHFARE AND TRANSPORTATION POLICY PLAN GOALS AND OBJECTIVES

Development of a coordinated transportation system to accommodate the travel needs of the community includes provisions for private and commercial motor vehicles, public transportation, bicycle transportation and pedestrian movement. The thoroughfare network is the foundation of the Arlington Heights transportation system.

The thoroughfare network, including the ongoing construction, improvement and expansion of Village roadways, maintenance of the aging road network, and the use and enjoyment of land adjacent to the thoroughfares and nearby neighborhoods, represents a significant public investment. Convenient and efficient movement of people and goods is essential to the vitality of the Village's dynamic economy and the safety and welfare of its residents, businessmen and visitors.

THOROUGHFARE AND TRANSPORTATION POLICY PLAN GOALS

1. Maintain and improve the efficiency, convenience, aesthetics and safety of the thoroughfare and transportation network and to make certain that the character and quality of life in the Village is not jeopardized by thoroughfare and transportation network improvements.

THOROUGHFARE AND TRANSPORTATION POLICY PLAN OBJECTIVES

1. Provide traffic capacity where needed and in advance of need, if possible;
2. Support public transportation improvements when such improvements benefit the Village of Arlington Heights.
3. Identify thoroughfare and transportation improvements and the implementation strategies needed to achieve needed improvements;
4. Establish a hierarchy of street functions in the Village;
5. Improve the thoroughfare environment with the use of visually appealing traffic signs and signals, street lights, landscaping and other street furniture throughout the Village;
6. Provide uniformity for any thoroughfare improvements and traffic control across the Village;
7. Minimize the conflict between pedestrians and vehicular traffic; and,
8. Encourage public participation in planning thoroughfare network improvements.
9. Review traffic calming measures, and technological advancements to determine if adjacent property owners concerns regarding traffic operations along their residentially developed streets can be collaboratively addressed.

“The thoroughfare network is the foundation of the Arlington Heights transportation system.”



Pedestrians



Streets



Trains



Bikes

SECTION TWO

THOROUGHFARE AND TRANSPORTATION POLICIES

Inefficiencies in the thoroughfare network usually occur when traffic volumes exceed a roadway's design characteristics. This may be brought on by road improvements failing to keep pace with need, system deficiencies, or the nature of land development adjacent the thoroughfares and often results in motorists using neighborhood streets to avoid congested areas.

This Section outlines the Village's policies and guidelines for thoroughfare and transportation development. The policies apply to all road construction and transit construction across Arlington Heights and recognize thoroughfare improvements in built-up areas of the Village may be modified in consideration of the constraints of established neighborhoods.

In addition to Village Thoroughfare and Transportation Policies, State and County agencies having jurisdiction over corridors running through our community establish planning and programming policies to manage traffic along those routes. Specifically, the Illinois Department of Transportation, (I.D.O.T.) in cooperation with the Chicago Metropolitan Agency for Planning, (C.M.A.P.), has identified several major arterials within our corporate limits as Strategic Regional Arterials, (S.R.A.). These routes are indicated in Table 1, and 'supplement the existing and proposed expressway facilities, by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region.' Corridor design parameters, right-of-way requirements, adjacent property access, and system improvements are governed by those agencies.

2.1. THOROUGHFARE CLASSIFICATION

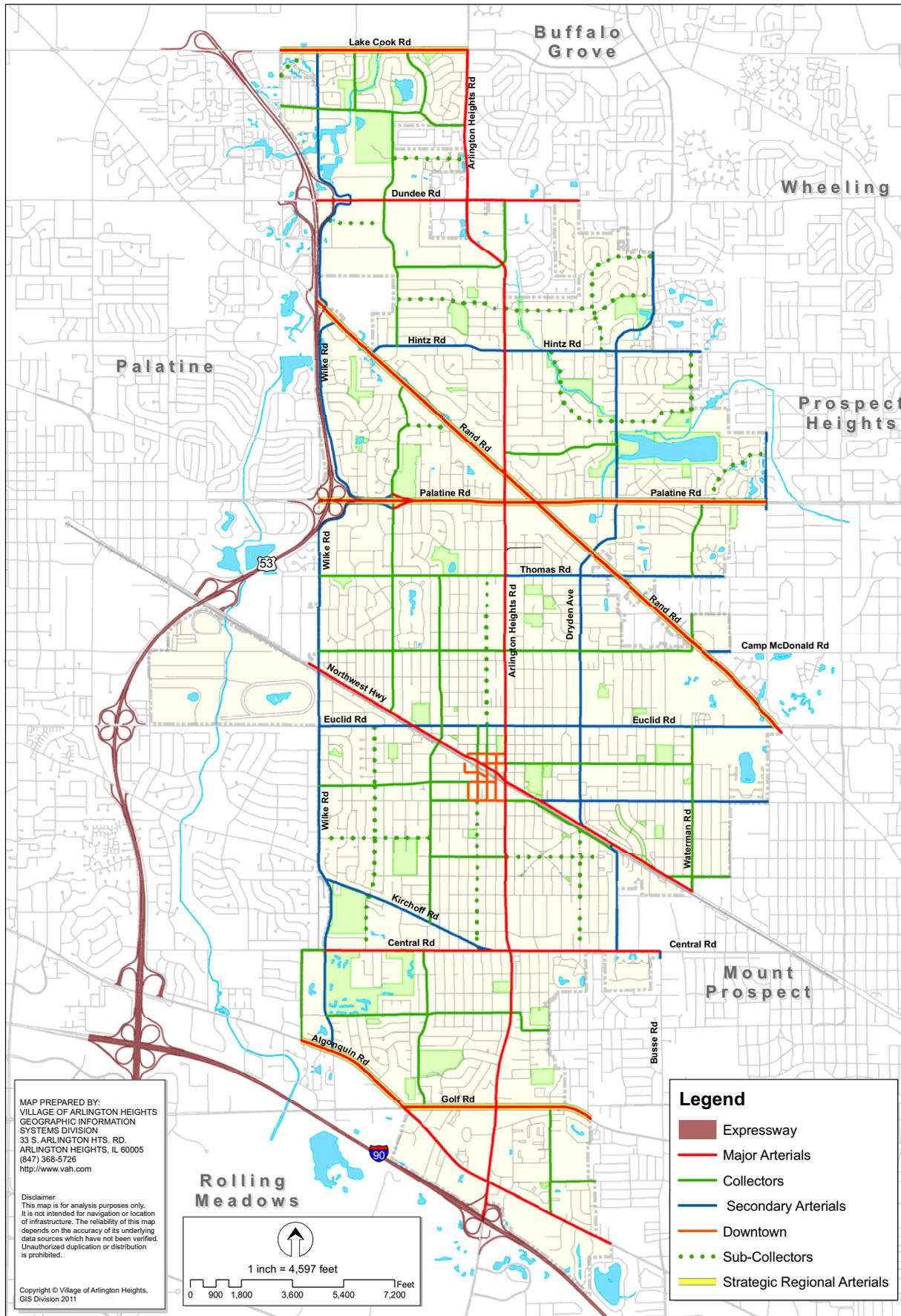
Because the standards promulgating right-of-way dedication and roadway cross-sections for the construction, improvement and rehabilitation of streets and thoroughfares in Arlington Heights should be related to the function of the thoroughfare, the Village shall classify its thoroughfares according to a hierarchy of street and roadway functions.

- 2.1-1. Expressways collect traffic from arterial streets and move traffic across the region. Expressways have limited, controlled access and parking is prohibited.
- 2.1-2. A major arterial street collects traffic from local streets, collector streets and secondary arterial streets and provides movement of large volumes of traffic across adjacent communities. Access to property adjacent major arterial streets is often restricted and parking is generally prohibited.
- 2.1-3. Secondary arterial streets collect traffic from local streets, sub-collector streets and collector streets and provide traffic movement between areas of the Village. Access to adjacent property is not as limited and on-street parking is generally prohibited, although not always.
- 2.1-4. A downtown street is unique in that the street functions in an environment of diverse land uses in a concentrated area and performs multiple functions: providing pedestrian and vehicular access to adjacent property, parking and loading areas, as well as moving and distributing traffic to other streets in the thoroughfare network.
- 2.1-5. Collector streets provide access to adjacent property and collect traffic from sub-collector streets and number of local streets for distribution to the arterial road network and across neighborhood areas. A collector street is not intended to accommodate through traffic but can connect through several neighborhoods.

2.1-6. A sub-collector street provides unrestricted access to adjacent property and collects traffic from a number of local streets and distributes it to streets higher classification such as a collector or arterial street. Sub-collector streets generally provide traffic distribution within a neighborhood area or two but are not intended to accommodate through traffic.

2.1-7. Local streets exist primarily to provide unrestricted access to adjacent property. Local streets are not intended to distribute through traffic.

The Village's thoroughfares are identified on the Thoroughfare Map on the following page.



Thoroughfare Map 2012

Village of Arlington Heights, IL

Table 1. Village Thoroughfare Classification Identification

EXPRESSWAYS

Illinois Route 53

Northwest Tollway (I-90)

MAJOR ARTERIAL STREETS

Algonquin Road (IL 62) (I.D.O.T. Strategic Regional Arterial)

Arlington Heights Road (r)

Central- Road (r), east of Wilke

Dundee Road (IL 68)

Golf Road (IL 58) (I.D.O.T. Strategic Regional Arterial)

Lake-Cook Road (I.D.O.T. Strategic Regional Arterial)

Northwest Highway (US 14)

Palatine Road (r) (I.D.O.T. Strategic Regional Arterial)

Rand Road (US 12) (I.D.O.T. Strategic Regional Arterial)

SECONDARY ARTERIAL STREETS

Arthur Avenue

Buffalo Grove Road(r)

Busse Road(r)

Camp McDonald Road{r}

Davis Street, Arthur to Arthur Avenue railroad crossing

Dryden Avenue(r), north of Northwest Highway

Euclid Avenue(r)

Hintz Road(r)

Kensington Road(r)

Kirchoff Road(r)

Rohlwing Road, north of Euclid

Schoenbeck Road(r)

Thomas Street (r), east of Arlington Heights Road

Wilke Road (r)

Windsor Drive (r), Jane to Hintz

DOWNTOWN STREETS

Campbell Street, Highland to Evergreen

Davis Street, Vail to Arlington Heights Road

Dunton Avenue, Sigwalt to Eastman

Eastman Avenue, Highland to Arlington Heights Road

Evergreen Avenue, Sigwalt to Eastman

Highland Avenue, Sigwalt to Miner

Miner Street, Northwest Highway to Arlington Heights Road

Payton Run, Dunton to Evergreen

Sigwalt Street, Highland to Arlington Heights Road

Vail Avenue, Sigwalt to St. James

Wing Street, Highland to Vail

COLLECTOR STREETS

Campbell Street (r), Wilke to Highland

Central Road (r), west of Wilke

Davis Street (r), Burton to Arthur railroad crossing

Dunton Avenue (r), Eastman to Euclid

Falcon Drive(r), east of Goebbert
 Fernandez Avenue (r), Golf to Central
 Goebbert Road (r)
 Gregory Street (r),
 Kennicott Avenue (r), Northwest Highway to Nichols
 Lincoln Road (r).
 Meier Road (r) I,
 Miner Street (r)” Arlington Heights Road to Waterman C
 Nichols Road (r)
 Oakton street (r)
 Old Arlington Heights Road
 Old Wilke Road
 Park Street (r), Ridge to Arlington Heights Road
 Ridge Avenue (r), Kirchoff to NW Hwy/Nichols to Lake-Cook
 Schaeffer Road (r)
 Sigwalt Street (r), Ridge to Highland/Burton to Arlington Hts
 Thomas Avenue(r), west of Arlington Heights Road
 University Drive
 Vail Avenue (r), Eastman to Euclid.
 Valley Lane (r)
 Walnut Avenue (r), Northwest Highway to Thomas
 Waterman Avenue (r), Northwest Highway to Euclid
 Waterman Road (r), Rand to Palatine
 White Oak Street (r), Wilke to Arlington Heights Road

SUB-COLLECTOR STREETS

Bloomington Avenue (r)
 Bradford/Crabtree(r), Hintz to Waterman
 Burr Oak Drive (r)
 Dryden Place (r), Central to Davis
 Dunton Avenue (r), Euclid to Thomas
 Dwyer Avenue (r)
 Flentie Lane (r)
 Forrest Avenue (r), Euclid to Rand
 Grove Street (r), Wilke to Ridge.
 Happfield Drive (r)
 Lake Arlington Drive (r)
 Park Street (r), Cleveland to Arlington Heights Road
 Shure Drive
 Techny Road (r), Kennicott to Rand
 Vail Avenue (r), Sigwalt to Kirchoff
 Waterman Road (r), Hintz to Crabtree
 Windsor Drive (r), Hintz to Flentie

LOCAL STREETS

All streets not identified in this Table are classified as “Local Streets”.

(r) --Designates thoroughfares which pass through areas having fifty-one percent or more of the adjacent frontage devoted to residential uses.

2.2. VILLAGE ROADWAY STANDARDS

The deterioration of the roadway environment (broken curbs and gutters, missing or broken sidewalks, open ditches, overgrown parkways, unscreened parking lots, unsightly signs, utility poles and overhead wires, and poor illumination) is accelerated by poor maintenance and design and contributes to the hazards and disruptions which diminish the efficiency of the thoroughfare network. The Village shall apply the following standards toward construction, improvement and rehabilitation of roadways in the Village to mitigate premature deterioration of the thoroughfare network.

- 2.2-1. All Village streets shall be constructed in accordance with minimum Village requirements, except unimproved rural type streets in developed areas shall be subject to Village Board policy for improvement.
- 2.2-2. Barrier medians shall be landscaped in a manner providing ease of maintenance and without obstructing motorists' vision. Additional barrier medians shall be considered in order to provide landscaping while maintaining access to adjacent properties as necessary.
- 2.2-3. The number, location and design of driveways shall not interfere with traffic movement on Village thoroughfares.
- 2.2-4. Roadways shall be landscaped in a manner providing ease of maintenance and without obstructing motorists' vision.
- 2.2-5. Sidewalks shall be uniform in type and placement along Village thoroughfares.
- 2.2-6. Traffic signs and traffic control devices shall be installed and maintained subject to sound engineering practices, and in conformance with State and Federal Manuals.
- 2.2-7. New utility lines shall be placed underground.
- 2.2-8. Street furniture shall be provided in accordance with approved area plans.
- 2.2-9. Roadway illumination shall provide sufficient illumination along the roadway without casting glare onto adjacent property.
- 2.2-10. Bicycle features shall be provided as recommended by the Village Bicycle and Pedestrian Advisory Commission.

2.3. INTERSECTION CONTROL

Because reasonable sustained vehicle travel speed on Village streets is desirable, and providing safe and efficient movement of vehicles and pedestrians through intersections is essential to the safety and welfare of Village residents and visitors and the efficient operation of the thoroughfare network, the Village shall apply the following criteria toward the development and control of intersections in the Village.

- 2.3-1. The indiscriminate use of traffic control devices shall be avoided. YIELD and STOP signs or traffic signals are intended to control intersections only when necessary. Traffic control devices shall be used in accordance with adopted local, state and federal regulations and criteria, and sound engineering practices. Additional control will be considered at intersections near schools or parks where increased pedestrian protection may be needed, or to discourage traffic on local residential streets where an engineering study shows that through traffic is creating unusual circulation and safety problems. The criteria for use of traffic control devices can be found in the Manual on Uniform Traffic Control Devices, most current edition; and procedures for requesting traffic control can be found in Section 4.2.
- 2.3-2. As a general design guideline, new intersections shall be aligned with existing intersections on the opposite side of the street whenever possible.
- 2.3-3. Intersections between arterial streets and local and collector streets shall be separated by intervals not less than one-quarter mile. Major arterial streets shall be spaced at 1.5 to 2 mile intervals. Secondary arterial streets shall be separated by .75 to 1 mile intervals. Collector streets shall be separated by intervals of .5 to 1 mile.
- 2.3-4. Pedestrian crossings shall be marked, as determined by an engineering study and grade separations may be required if sufficient pedestrian volumes and safety considerations exist.
- 2.3-5. Minimum right-of-way requirements at major intersections shall be increased to provide for future turning lanes and approaches.

2.4. ACCESS CONTROL

Because providing access to property along thoroughfares creates a general slow-down in traffic movement and decreases safety, the Village shall apply the following criteria for the design and control of access along thoroughfares in order to maintain and improve traffic flow efficiency in the thoroughfare network.

- 2.4-1. The number of driveways serving a parcel shall be limited and shall be located as far as possible from adjacent intersections. The practice of sharing or combining driveways of adjoining developments is strongly encouraged and required when traffic circulation benefits dictate. Turning movements at driveways may also be restricted. Driveways serving non-residential uses shall align with driveways on the opposite side of the street whenever possible.
- 2.4-2. Frontage drives shall be encouraged along arterial streets to achieve maximum control of access to a number of adjacent parcels.
- 2.4-3. Roadway medians in arterial streets shall be provided in accordance with arterial street design standards.
- 2.4-4. On-street parking shall be prohibited along arterial streets and on other streets as needed.
- 2.4-5. All truck maneuvering for loading and unloading purposes shall be performed entirely on the property being served when the access is from a street having a designation of "Collector" or higher.
- 2.4-6. Where a proposed residential subdivision borders or includes an existing or future arterial street, the lots shall be designed so that dwellings back onto the arterial street, gaining access and service from interior local and collector streets.

2.5. SPEED CONTROL

In the interest of efficient traffic movement and public safety the Village shall comply with the policies and methods of the Illinois Department of Transportation (IDOT) for establishing, altering and posting speed limits on Village thoroughfares and streets. In order to respond to circumstances where exceptions may be warranted, the Village shall establish procedures and criteria for deviating from IDOT speed control requirements and such shall be made a part of this Thoroughfare and Transportation Policy Plan.

2.6. REGULARLY REVIEW THE THOROUGHFARE AND TRANSPORTATION POLICY PLAN

Because the thoroughfare network is dynamic due to ever changing travel needs and desires of the population, land use and advances in highway engineering, design and construction materials and techniques, the Village shall review the Thoroughfare and Transportation Policy Plan in concert with the Village Comprehensive Plan to determine whether the policies remain consistent with community goals and desires and reflect the latest developments in highway technology and to provide an opportunity for public input and feedback.

2.7. MAINTAIN THE THOROUGHFARE NETWORK

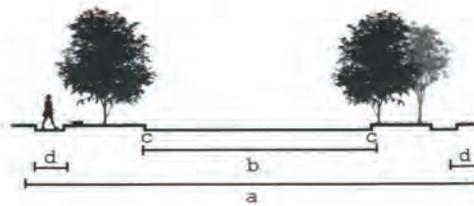
Because the thoroughfare network represents a significant public investment and regular thoroughfare maintenance prolongs the useful life of roadway surfaces, reduces hazards and generally contributes to overall network efficiency, the Village shall provide a cost-effective level of roadway maintenance to keep the thoroughfare network in top physical condition and performance.

2.8. ENGINEERING STANDARDS

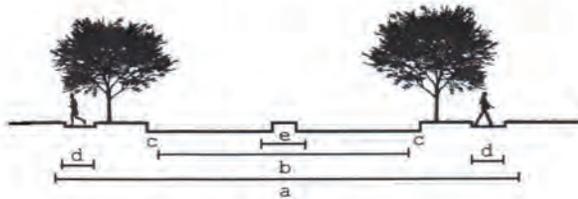
Because a functional thoroughfare network depends on consistent application of roadway design specifications and standards, all roadway construction, improvement and rehabilitation shall conform with the standards provided in Table 2. The engineering standards may be relaxed to accommodate the constraints of established neighborhoods in the Village. It is understood that a street need not be at its optimum design to perform its classification functions, for example, a two-lane road can function as an arterial street.

Table 2. Arlington Heights' Thoroughfare Engineering Standards

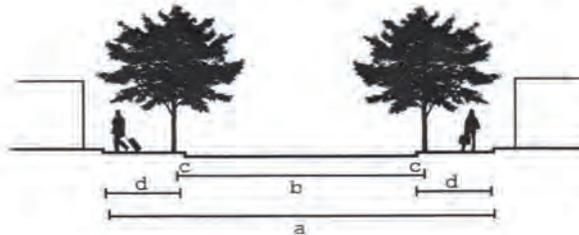
	RIGHT-OF-WAY WIDTH (a)	MINIMUM PAVEMENT WIDTH (b)	CURB TYPE (c)	MINIMUM SIDEWALK WIDTH (d)	MINIMUM SIGHT DISTANCE	MAXIMUM GRADE	MINIMUM GRADE	MINIMUM CENTER LINE RADIUS	NUMBER OF LANES	MINIMUM MEDIAN WIDTH (e)
MAJOR ARTERIAL	100	48	B	5	350	4%	0.5%	830	4	4-16



SECONDARY ARTERIAL	80	44	B	5	275	4%	0.5%	500	4	4-6
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CENTRAL BUSINESS DISTRICT STREET	66	43	B	11	na	na	na	na	2	na
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Notes:

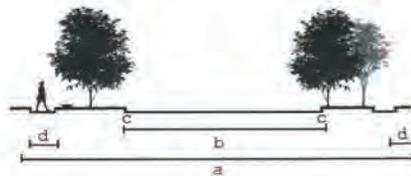
Curb type: M - Mountable curb, B - Barrier curb

Pavement width is measured pavement edge to edge on arterial streets, back of curb to back of curb on Downtown streets.

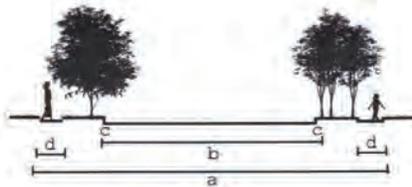
This dimension does not include medians or widening at intersections.

Table 2. Arlington Heights' Thoroughfare Engineering Standards

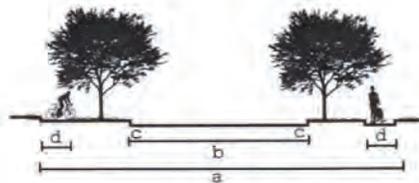
	DEVELOPMENT DENSITY	RIGHT-OF-WAY WIDTH (a)	MINIMUM PAVEMENT WIDTH (b)	CURB TYPE (c)	MINIMUM SIDEWALK WIDTH (d)	MINIMUM SIGHT DISTANCE	MAXIMUM GRADE	MINIMUM GRADE	MINIMUM CENTER LINE RADIUS	MINIMUM CUL-DE-SAC RIGHT-OF-WAY RADIUS	MINIMUM CUL-DE-SAC PAVEMENT RADIUS	MAXIMUM CUL-DE-SAC LENGTH	NUMBER OF LANES
COLLECTOR (Built-up)	low	80 [66]	39 [32]	B [B]	5 [5]	250 [200]	4% [6%]	0.5% [0.4%]	400 [300]	na [na]	na [na]	na [na]	2 [2]
	medium	80 [66]	39 [35]	B [B]	5 [5]	250 [200]	4% [6%]	0.5% [.4%]	400 [300]	na [na]	na [na]	na [na]	2 [2]
	high	80 [66]	39 [35]	B [B]	5 [5]	250 [200]	4% [6%]	0.5% [0.4%]	400 [300]	na [na]	na [na]	na [na]	2 [2]



SUB-COLLECTOR STREET (Built-up)	low	66 [66]	39 [32]	M [M]	5 [5]	250 [200]	4% [6%]	0.5% [0.4%]	350 [250]	na [na]	na [na]	na [na]	2 [2]
	medium	66 [66]	39 [35]	B [B]	5 [5]	250 [200]	4% [6%]	0.5% [0.4%]	350 [250]	na [na]	na [na]	na [na]	2 [2]
	high	66 [66]	39 [35]	B [B]	5 [5]	250 [200]	4% [6%]	0.5% [0.4%]	350 [250]	na [na]	na [na]	na [na]	2 [2]



LOCAL STREET (Built-up)	low	66 [66]	32 [28]	M [M]	5 [5]	200 [150]	4% [6%]	0.5% [0.4%]	250 [175]	50 [40]	40 [30]	660 [660]	2 [2]
	medium	66 [66]	35 [28]	B [B]	5 [5]	200 [150]	4% [6%]	0.5% [0.4%]	250 [175]	50 [45]	40 [35]	500 [500]	2 [2]
	high	66 [66]	39 [35]	B [B]	5 [5]	200 [150]	4% [6%]	0.5% [0.4%]	250 [175]	50 [50]	40 [40]	300 [300]	2 [2]



Notes:

The values given for improvements in built-up area are minimums. Built-up area are those areas where 40-percent or more of the lots fronting the street have a building on them. The corresponding zoning and development density is LOW =R-1, R-2, R-3; MEDIUM = R-4, R-5, B-1; HIGH=R-6, R-7, B-2, B-3, B-4, B-5, O-R, O-T, and M.

Curb type: M - Mountable curb, B- barrier curb

Pavement width is measure back of curb to back of curb on local, sub-collector and collector streets. This dimension does not include widening at intersections

2.9. PRIVATE ROADWAYS

There may occur instances in the Village where subdividers and developers of land, motivated by desire or necessity, may provide vehicular access to buildings and lots which is not dedicated as a public street. These private roadways possess unique characteristics, which could have an adverse affect on the value of property and the quality of life in Village neighborhoods. Because private roadways are not maintained by the Village but performs the same functions as the minor components of the Village thoroughfare network special attention is required by the owners and the Village.

In the interest of protecting the safety of neighborhood residents, promoting the safety and convenience of vehicular traffic, minimizing long-term costs of maintenance and repair of private roadways, protecting the residential qualities of neighborhoods by limiting traffic volume, traffic speed, noise and fumes, and encouraging efficient use of land, the Village shall consider the use of private roadways in a residential development only if evidence establishes that:

- 2.9-1. The size and shape of the parcel is such that strict application of the regulations for public streets would cause development of the parcel to be impractical;
- 2.9-2. The nature of the development is enhanced by exceptional site design features not ordinarily possible under the application of Zoning and Subdivision regulations;
- 2.9-3. The development will provide amenities and improvements in excess of the minimum Village requirements and would be materially beneficial to the adjacent neighborhood;
- 2.9-4. The private roadways are constructed in accordance with Village construction standards for public streets, are not expected to serve property outside the development, are not used to fill gaps in the existing thoroughfare network or connect two collector or arterial streets, and are laid out to discourage through traffic; and
- 2.9-5. The development provides for pedestrian circulation throughout the development and to adjacent public streets, provides signs to identify buildings and direct motorists: through the development, ensures adequate future maintenance of private roadways, and provides unimpeded travel and circulation for emergency vehicles on private roadways.

2.10 SEEK REMEDIES FOR TRAFFIC CONGESTION ON VILLAGE THOROUGHFARES

Because the thoroughfare network has limited capacity with which to accommodate growing traffic demand, and traffic immobility hampers economic development and deteriorates the quality of life in Arlington Heights, the Village shall search for cost-effective thoroughfare capacity improvements and actions to reduce traffic demand in order to manage and remedy traffic congestion on Village thoroughfares.

Such actions may include, but are not limited to, instituting parking management and commuter bicycle programs; supporting ridesharing programs; encouraging transit service and pedestrian improvements; imposing impact fees on new development; Congestion and Parking Pricing; providing traffic engineering improvements; supporting formation of transportation management associations; evaluating land use recommendations for compatibility with adjacent thoroughfares; and, maintaining a dialogue with surrounding communities to resolve common traffic problems.

2.11 TRAFFIC CALMING TECHNIQUES

Continuing Engineering investigation and research regarding methods to affect motorist compliance with posted traffic laws and regulations has resulted in suggested enhancements or modifications along roadways to calm traffic. While the widespread use and effectiveness of these features varies, applying some of the approaches could be considered in addition to the services provided through Police enforcement.

When considering the use of traffic calming features, it is necessary to establish a clear understanding of the problem that is attempting to be remedied and obtain thorough before and after measurement information and data to verify effectiveness of the use of traffic calming. Continual monitoring of the long range performance should seek to verify that the calming approach rather than a more permanent roadway modification is appropriate.

The interaction between local neighborhoods and Village staff to establish criteria for implementing any such improvement must be based not only on the individual local street seeking relief, but evaluate the residual effects of traffic that may redistribute onto other streets immediately adjacent to the suggested traffic calming site. Additional consideration of traffic that would redirect the trip routes through other neighborhoods in order to avoid traffic calming strategies must also be evaluated.

In addition to roadway reconstruction features included within the traffic calming category, other technological, and electronic advancements to monitor motorist driving performance should be explored as well.

2.12 TRANSPORTATION (METRA, PACE, FUTURE TRANSIT OPTIONS)

- 2.12-1. The Village supports the proposed Metra STAR line as the best long term option for enhanced transportation service. As an interim step the Village supports the use of Bus Rapid Transit and / or Congestion Pricing along the Jane Adams Tollway (I-90) corridor.
- 2.12-2. Expansion of Route 53 in Lake County should include provisions for future transit. If said expansion includes reconstruction of Route 53 from Lake Cook Road to the Jane Adams Tollway (I-90), provisions for future transit should be included. Tolling Route 53 from Lake Cook Road to I-90 is not supported.
- 2.12-3. PACE bus service has declined over the past several years with certain routes eliminated or reduced. The Village should continue to work with PACE on maintaining bus transit in the Village and enhancing when feasible.

SECTION THREE

THOROUGHFARE IMPROVEMENT RECOMMENDATIONS

3.1. RECOMMENDATIONS

The thoroughfare improvements recommended in Table 3 and shown in the corresponding map on page 21 are proposed to satisfy immediate and anticipated traffic needs arising from demand generated by ongoing development in and adjacent the Village. Also, recommended Green Corridor Opportunities are depicted in the corresponding map on page 26. These areas represent opportunities for additional landscaping including landscaped medians to beautify Village corridors. Some recommendations may be implemented in stages depending on the availability of funding and feasibility of phasing the construction.

3.2. SCHEDULING

The improvements identified in Table 3 and Figure 2 includes county and state projects located in Arlington Heights and projects identified in the Village Capital Improvement Program. Improvements which fulfill short-range needs receive the highest priority, while improvements satisfying long-range demand receive lower priority. The improvements are not necessarily committed to construction since agreements and contracts may need to be executed or funding may need to be secured. Nonetheless, the improvements have been identified as necessary to maintain minimum traffic standards. In the end, it is the decision of the Village Board and the availability of financing for the projects which determine when and which projects are implemented.

3.3. FUNDING

Funding for thoroughfare improvements comes from a host of sources and is subject to a range of conditions and restrictions affecting the use and application of funds and eligibility of proposed improvements. Current Federal, State, and Local economic constraints and lack of legislative action to approve national and state funding have resulted in severe financial burden. Concise project identification, programming and scheduling of current and long range improvements are not specifically placing target dates for construction unless specified by the government agencies having responsibility.

Federal Highway Administration. Federal funds are available for local thoroughfares which are part of the Federal Aid Urban System (FAUS)* Surface Transportation Program (STP) and may cover up to 70-percent of the cost of the improvement with the local government financing the remainder. FAUS money is allocated by the Illinois Department of Transportation (IDOT) Bureau of Local Roads with the Northwest Municipal Conference coordinating FAUS funding requests in the northwest suburbs.

The amount of money available each year varies and can be expended only for improvements on designated FAUS routes. Since the allocation of FAUS funds is based on the regional significance of the proposed improvement Arlington Heights FAUS projects must compete with other FAUS projects' in the area for funding. Projects using FAUS funds must comply with federal highway standards. FAUS funds are generally used for major thoroughfare improvements in the Village.

* A map identifying FAUS .routes in the Arlington Heights thoroughfare network may be found in Section Five, APPENDIX.

Motor Fuel Taxes. Motor fuel taxes (MFT) are collected from gasoline sales. The funds are allocated by the State on the basis of municipal population. MFT funds are used to fund major thoroughfare improvements in the Village, including the street overlay program, intersection improvements, some street lighting improvements, and projects shared with IDOT or other municipalities. MFT expenditures must comply with IDOT requirements.

Special Assessments. Thoroughfare improvements in Special Assessment Districts are financed with money collected from the additional annual assessment paid by land owners in the District in proportion to the benefits received from the improvement. In some cases the Village absorbs a portion of the improvement costs which are generally paid with funds from the Village Infrastructure Fund.

Improvements in Special Assessment Districts are administered by the Board of Local Improvements (BOLI) and almost exclusively involve construction of street and drainage improvements where none currently exist. These improvements may be initiated by the Village or property owners.

Bonds. General obligation bonds may be used to finance thoroughfare improvements. Bonds used to raise capital for thoroughfare projects are repaid with property taxes. Bonds are generally used to finance particularly large thoroughfare projects or to provide the local match for FAUS road projects.

Capital Improvement Program. The Capital Improvement Program is funded with local property taxes, sales taxes, and other sources of revenue collected by the Village. The Fund is used to pay for many projects and activities, including professional services related to thoroughfare improvements, the curb replacement program, sidewalk program, financing portions of special assessment projects, road projects when other funds or grant programs are not available, and other capital projects and expenses the Village Board deems necessary.

Developer Contributions. When land is developed in Arlington Heights the developer is required to provide basic thoroughfare improvements in the development in accordance with Chapter 29 (Subdivision Control Regulations) of the Municipal Code. In addition, the developer may be required to provide additional street, signal and lighting improvements depending on the nature of the proposed development and its impact on the thoroughfare network. Cash in-lieu-of improvements may be required as a condition of approval if the thoroughfare improvements are not made concurrently with the construction of the development. Cash in-lieu-of payments are held in escrow by the Village until the improvements are made.

Tax Increment Financing. Tax Increment Financing (TIF) may be used to provide thoroughfare improvements within a TIF district. TIF districts are created and administered by the Village in accordance with Illinois law. When TIF district boundaries are defined, the amount of property tax collected by various taxing districts in the TIF district is frozen for a period of time, usually twenty-three years. However, property taxes paid by property owners in the TIF district are not frozen but will change as improvements are made to property in the district. The increase in property tax revenue (the amount over and above the frozen amount collected by the taxing districts, hence the tax increment) is collected and set aside by the Village exclusively for improvements and other TIF eligible expenses in the TIF district.

3.4. ROADWAY JURISDICTION

The map on page 22 indicates thoroughfares in Arlington Heights under the jurisdiction of other agencies. The jurisdiction of the thoroughfares affects the programming and funding of thoroughfare improvements. Road maintenance and rehabilitation is generally performed by the agency having jurisdiction of the roadway.

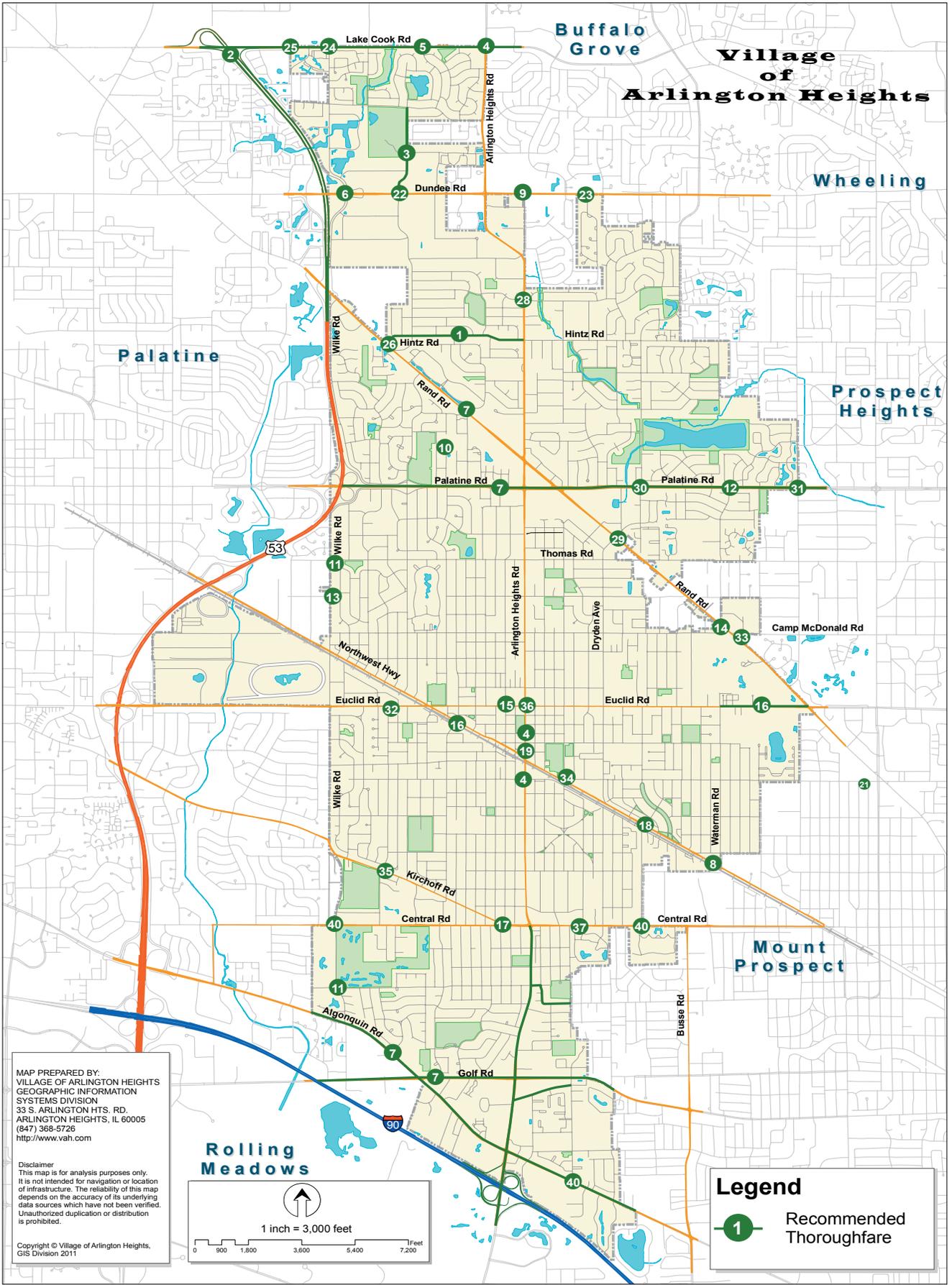
Table 3. Recommended Thoroughfare & Intersection Improvements

MAP NO.	CONSTRUCTION DATE	LOCATION	AREA CHARACTERISTICS	RECOMMENDED IMPROVEMENTS	FUNDING SOURCES	REMARKS
1	TBD	HINTZ ROAD, ARLINGTON HEIGHTS ROAD TO RAND ROAD	Residential 2-lane pavement with parking and increasing traffic volume	Widen roadway or develop alternate parallel corridors to redistribute traffic	VAH	Design subject to ROW acquisition
2	TBD	ILLINOIS ROUTE 53	Area of new development and increasing traffic volume, severe congestion at end of expressway	Extend expressway from Lake-Cook Road through Lake County	IDOT , Illinois Tollway, Federal	Regional Ad Hoc Task Force Appointed in 2011 to study proposed extension
3	TBD	KENNICOTT AVENUE, DUNDEE ROAD TO NICHOLS ROAD	Incomplete roadway and network	Construct new roadway	MFT Federal Land owner	Coordinate with Buffalo Grove
4	TBD	ARLINGTON HEIGHTS ROAD INTERSECTIONS WITH MINER STREET, SIGWALT ST.	Downtown redevelopment area	Intersection Improvement to interconnect traffic signals with rail-road crossing	TBD	Work with IDOT, UPRR
5	ONGOING	LAKE-COOK ROAD	Regional Corridor	Add Lanes with Access Control, Noise Abatement, and Intersection Capacity Improvements	Lake, Cook Counties, IDOT	Lake and Cook County identified in coordination with IDOT
6	2012	WILKE, DUNDEE	Revise Wilke Road alignment north of Dundee with car dealership rehabilitation	Roadway Pavement, Lane Assignment, and Traffic Signal Upgrades	Developer, VAH	Development Costs in conjunction with VAH

MAP NO.	CONSTRUCTION DATE	LOCATION	AREA CHARACTERISTICS	RECOMMENDED IMPROVEMENTS	FUNDING SOURCES	REMARKS	
7	TBD	RAND ROAD, PALATINE ROAD, GOLF ROAD, AND ALGONQUIN ROAD CORRIDORS	IDOT SRA Corridors	Corridor Capacity Improvement, Lane Additions, Access Control, and Signal Improvement	IDOT	SRA	
8	2013-2014	WATERMAN AT NORTHWEST HWY	Turning Movements	Traffic Signal if warranted	IDOT, VAH, Developer	New Commercial Development at 2020 E NWY may warrant signal	
9	TBD	OLD ARLINGTON HEIGHTS RD, DUNDEE TO RELOCATED A.H. RD.	Redeveloping SFR to Higher Density, with Adjacent Commercial	Add lanes to 3 or 4 lane pavement with Buffalo Grove	IDOT, VAH, VBG	Developer, and/or Cooperative Joint Village Project	
10	TBD	RIDGE, WALNUT BETWEEN, PALATINE & RAND	Incomplete local roads grid	Extensions and connections of local streets	Developer	As developers subdivide improvements to be required	
11	TBD	THOMAS AVE, YALE TO WILKE	Unimproved Half Street Segments	Construct to Village Standards	Unspecified	Coordinate with Complete Streets Program	
12	TBD	PALATINE ROAD, ROUTE 53 TO SCHOENBECK RD.	Major Urban Junior Expressway Arterial bisecting Community SRA Identified Corridor	IDOT plans for 3 thru lanes each direction with Full 8-9 Lane Intersections to alleviate Frontage Road Configuration	IDOT	If plans for Palatine Road do not progress VAH to work with IDOT and modifying Schoenbeck Road and Windsor Drive Intersections	
13	TBD	WILKE ROAD, US 14 TO LILLIAN AVE.	Current County 2 Lane Unimproved Rural Pavement in Residential Area	improve 2 lane with curb and gutters Rds. sewer	Cook County PAC, VAH	Coordinate with Village of Palatine and County	
14	TBD	OAKTON STREET, FOREST TO RAND RD.	Unimproved Street on Half Row adjacent to Golf Course	Complete road connections to Rand Road traffic signal	Developer	Redevelopment Options with Hotel and Golf Properties Future Land Uses	
15	TBD	EUCLID AVENUE, DRYDEN TO US 14	Narrow roadway, high traffic volume	Roadway capacity constrained	VAH	Widen Roadway, or develop Parallel Corridors to split Volume	
16	TBD	RIDGE AVE AT US 14	Reduced Width R.R. Crossing	Ridge Ave lane widening addition, on Ridge	VAH, UPRR, IDOT	Potential 4-5 Lane Cross Section for Capacity	
17	TBD	CENTRAL AT KIRCHOFF	Irregular Intersection Configuration for two Major Arterials	Intersection Re-alignment and Signal Upgrade	IDOT, County, VAH	Intersection Revision could improve Area Traffic Circulation	

MAP NO.	CONSTRUCTION DATE	LOCATION	AREA CHARACTERISTICS	RECOMMENDED IMPROVEMENTS	FUNDING SOURCES	REMARKS
18	2013-2014	US 14 at Arthur RR Crossing	Major Arterial R.R. Crossing adjacent to Railroad provides access to Industry Area, and Major Traffic Corridor on east side of town	Traffic Signals, Crossing Upgrade, ADA Compliance, Capacity Improvement	IDOT, VAH	Village coordinated and IDOT let project
19	TBD	ARLINGTON HEIGHTS RD AND US 14	Conclusion of Downtown Ornamental Lighting Program, to illuminate and finish system along state routes	LED STREET LIGHT UPGRADE	IDOT, VAH	Upgrade existing HPSV illumination to energy efficient L.E.D. with Ornamental Poles
20	TBD	Unimproved Local Streets various areas throughout VAH	Local streets not to VAH standards	VAH Street Standards	Special Assessment / Special Service Area	Various Areas throughout VAH
The Following Are Intersection Improvements						
21	ON-GOING	LAKE-COOK AT ARLINGTON HTS. RD.	High Volume Arterial Intersection at A.H. Rd.	Safety and capacity Upgrade	CCHD, Buffalo Grove, VAH	State Senator Endorsed Improvements, could run in conjunction with Lake Cook Corridor Improvements
22	2013 Pending	DUNDEE RD. AT KENNICOTT AND WILKE RD.	Corridor Capacity from Route 53 overloads Intersections	IDOT CMAQ Intersection Improvement	IDOT, VAH	In conjunction with Capacity Improvement, VAH requested Pedestrian Crossing Upgrades pending
23	2012	DUNDEE RD. AT CARRIAGE WAY DRIVE	Existing Unsignalized Intersection in Residential Area	Continue to monitor for accident and traffic signal warrants	IDOT, VAH	Only one Means of Ingress/Egress for this Multi Family Area
24	TBD	LAKE-COOK RD. AT SCHAEFFER	Existing Unsignalized Intersection in Undeveloped Area to the north of Lake Cook Road	Continue to monitor for Accident and Signal Warrants	Counties, IDOT, VAH	As properties north of Lake Cook Road Develop, Roadway Signal Improvements may develop
25	TBD	LAKE COOK AT WILKE	Existing 3 Legged Intersection abutting Lake County Forest Preserve	Pedestrian/Bicycle Count Down Signal Heads	Counties, Lake Forest Preserve Dist., VAH, VEG	Identified need to connect VAH Bike Trail into Regional Bicycle System and into Lake County
26	TBD	RAND AT HINTZ	Existing Traffic Signal with Capacity Constraints due to Route 53 Volumes	Dual Rand Road Left and Dual Hintz Road Right with Right Turn Overlap Signal Modification	IDOT, VAH	Could be run in conjunction with Hintz Road Corridor Upgrade

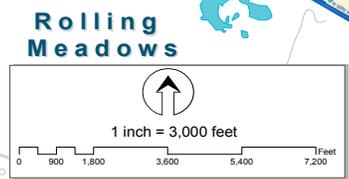
MAP NO.	CONSTRUCTION DATE	LOCATION	AREA CHARACTERISTICS	RECOMMENDED IMPROVEMENTS	FUNDING SOURCES	REMARKS
27	TBD	TECHY AT RAND	Existing Unsignalized Intersection in Residential Area	Continue to monitor for Accident and Signal Warrants	IDOT, VAH	Coordinate with Adjacent Land Development and SRA
28	TBD	BURR OAK AT A.H. RD.	Existing Unsignalized intersection in Residential Area	Continue to monitor for Accident and Signal Warrants	County, VAH	Neighborhood Specific Involvement should be solicited
29	TBD	RAND AT DRYDEN	Advanced Left Turn Signals and Pedestrian Signal Head & Pushbutton Upgrade	Advanced Dryden Left Turn Signals and Pedestrian Signal Heads & Pushbutton Upgrade	IDOT, VAH	Intersection Capacity Improvements in conjunction with adding Pedestrian Upgrades
30	TBD	PALATINE AT WINDSOR	Upgrade intersection to remove Frontage Roads	Joint VAH & IDOT Modified Boulevard Plan Tabled in 2008	IDOT	Continue dialog with State to address corridor based upon State Funds
31	TBD	PALATINE AT SCHOENBECK	Upgrade intersection to remove Frontage Roads	Joint VAH & IDOT Modified Boulevard Plan Tabled in 2008	IDOT	Continue dialog with State to address corridor based upon State Funds
32	TBD	EUCLID AT KENNICOTT	3 Legged Intersection Adjacent to US Postal Facility	Traffic Signal to Service Area, continue to monitor area development	County, VAH	Current County Government & Interconnection to US 14 and every R.R. Signal
33	TBD	OAKTON AT RAND	Modify Rand, Camp McDonald signal to additional west leg	In conjunction with Oakton aligning with Camp McDonald, modify existing signal	Developer	Coordinate with property redevelopment
34	TBD	KENSINGTON AT US 14	Drop NW bound right turn	Modify Intersection to remove or redesign Intersection	Developer, IDOT, VAH	Based upon industrial redevelopment of property to the north study more efficient orientation
35	TBD	DWYER AT KIRCHOFF	Developed adjacent Athletic Fields adjacent to Intersection	Evaluate Signal Warrants for Signal Placement	IDOT, VAH	Pedestrian and Vehicle Performance Evaluation required
36	TBD	CENTRAL AT ARTHUR	Intersection of two Major Arterials within a built-up Residential & Industrial Area	Residential need for Pedestrian Signal & Push Button Upgrade	IDOT, VAH	Additional Sidewalk & Curb & Gutter Modifications required
37	TBD	EUCLID AT DUNTON / A.H. ROAD	Existing Signals in close proximity	Interconnect Dunton signal to signal system along Arlington Heights Road	IDOT, VAH	Possible CMAQ Funding
38	TBD	DRYDEN AT CENTRAL (MAGNUS FARM)	Intersection serving Elderly Care Facility	Potential to alleviate congestion, and accidents could be managed by opening other routes, signal would require Moorings payment by ordinance	Moorings, IDOT, VAH	Evaluate need versus on site circulation option
39	TBD	CAMPBELL STREET (DOUGLAS TO DRYDEN)	Per Hickory Area Plan - Mixed Use	Reopen and extend Campbell	TIF	Per Hickory/Kens Area Plan
40	TBD	WILKE AT CENTRAL ARTHUR AT CENTRAL GOEBBERT AT ALGONQUIN		Pedestrian Crosswalk	VAH	



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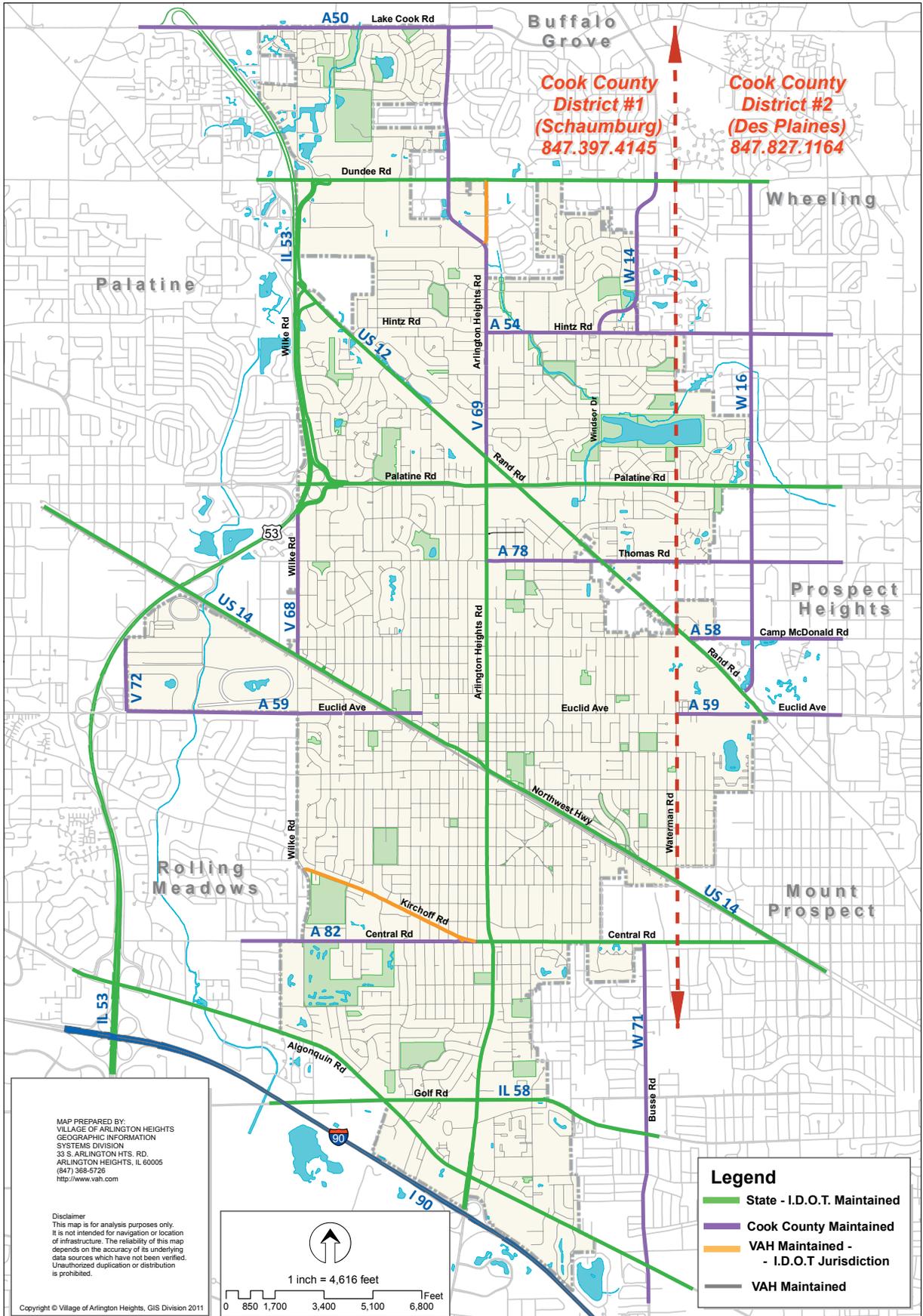
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Legend

1 Recommended Thoroughfare

Recommended Thoroughfare Improvements



Streets by Jurisdiction

Village of Arlington Heights, IL

SECTION FOUR

IMPLEMENTATION

The policies of the Thoroughfare and Transportation Policy Plan set out to outline the Village's objectives toward thoroughfare development. The successful implementation of the Plan rests in the adoption, administration and enforcement of planning tools strategies, ordinances and other regulations related to thoroughfare development in Arlington Heights.

4.1. ADMINISTRATION AND ENFORCEMENT

The Village uses a variety of tools and strategies to implement the policies and recommendations of the Arlington Heights Thoroughfare and Transportation Policy Plan.

Comprehensive Plan and Map. The Thoroughfare and Transportation Policy Plan is a supplement to the Village Comprehensive Plan. The Village Comprehensive Plan is a public document expressing Arlington Heights' needs and aspirations in sweeping general terms addressing all aspects of the community's development, including development of a complete, efficient transportation system in Arlington Heights. The scope of the Thoroughfare and Transportation Policy Plan, however, is narrower, thus permitting more detailed responses to specific problems and opportunities. Like the Comprehensive Plan, the Thoroughfare and Transportation Policy Plan is advisory in nature and does not regulate or control the use of private property in Arlington Heights except where the Plan has been implemented by ordinances enacted by the Village Board.

The Comprehensive Plan Map, part of the Village Comprehensive Plan, is a planning tool which identifies general types and locations of land use in the Village and is used to guide land use decisions in the Village. The Thoroughfare and Transportation Policy Plan Map is included in the Comprehensive Plan Map because thoroughfares are fixed determinants of land use influencing land use decisions in the Village.

Official Map. The Thoroughfare and Transportation Policy Plan Map is incorporated in the Village Official Map. The Official Map identifies present and future public facilities and improvements in the Village such as parks, schools and various other municipal sites, in addition to streets. As a planning tool, the Official Map allows the Village to identify areas where future public improvements are needed, thus allowing the Village to budget time and/or money to develop, improve or acquire the resources needed to provide the improvement or facility.

Subdivision Control Regulations. Chapter 29 of the Municipal Code governs the design and layout of subdivisions, including streets. The Subdivision Regulations are intended to provide for the sound comprehensive development of the Village.

Zoning Ordinance. Chapter 28 of the Municipal Code is adopted to promote and protect the public health, safety and general welfare of the people of Arlington Heights by regulating the use - of private property. Zoning regulations such as off-street parking and loading requirements, and building setbacks bear upon the efficiency of the thoroughfare network.

Manual of Practice for Design of Public Improvements. This document adopted as Village Code, Ordinance 74-64 prescribes engineering standards for construction and design of public facilities in the Village, including streets, sidewalks, water utilities, sewers, street lighting and stormwater control facilities.

Capital Improvement Program . The Capital Improvement Program (CIP) is the financial plan for implementing public improvements such as street improvements, new fire stations, and major equipment purchases in the Village. The CIP schedules capital improvements over a period of time, usually five years, based upon some measure of need, allowing the Village Board to plan ahead for future expenditures and set priorities.

Manual on Uniform Traffic Control Devices. The Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD), as amended by the Illinois Department of Transportation that applies State specific revisions provides standards for the use, placement and maintenance of street signs, traffic signals and pavement markings on roads throughout Illinois. It is intended to provide consistent traffic controls among all communities across the state, and nationally.

Chapter 20. Streets, sidewalks, and trees (Chapter 20 of the Municipal Code) provides the construction specifications for roads and sidewalks and planting requirements for parkway trees along Village thoroughfares.

Traffic Laws. Some sections of Chapter 18 (Traffic) of the Arlington Heights Municipal Code and the Illinois Vehicle Code, Chapter 625 of the Illinois Compiled Statutes are applicable to the Thoroughfare and Transportation Policy Plan, too, since they provide criteria for establishing speed and intersection control and regulate motorist and pedestrian behavior in the roadway. It is the policy of the Village to maintain the strictest possible enforcement of traffic laws on Village streets utilizing every legal means available.

In the case of conflict between these ordinances and regulations, the provision which establishes the higher standards for the promotion of the safety and welfare of the public shall prevail. Moreover, the Village Board may at its discretion permit reductions or variations of Village code requirements and policies as they affect thoroughfare development in the Village.

4.2. REQUESTS FOR TRAFFIC CONTROL

Residents may request consideration of traffic controls by sending a written request to the Village. Requests will be promptly acknowledged by the Village. Staff will evaluate the request and respond to the requesting party. If the request is denied, the requesting party will be advised by the TEU that an appeal may be made through the Village Board. The Board will hold a hearing to consider the request and determine whether to sustain the TEU's decision.

4.3. IMPROVEMENTS IN RESIDENTIAL AREAS

Because many secondary arterial, collector and sub-collector streets run through residential areas, care should be exercised to avoid any thoroughfare improvements which result in significant increased use of the street by vehicles involved in intercommunity travel (through traffic) which otherwise would use major arterial streets or expressways. Prior to improving or changing these streets with respect to traffic control, the impact of increased through traffic shall be evaluated.

4.4. THOROUGHFARE IMPROVEMENT STRATEGY

As travel demands increase, more pressure will be placed on transportation authorities to expand thoroughfares and develop uniform right-of-way, pavement and intersection improvements along thoroughfares across the Village. Improvements to the thoroughfare network are presently hampered by right-of-way constraints found along Village thoroughfares, particularly in the established areas of Arlington Heights. Implementation of thoroughfare improvements in these areas will become increasingly difficult in view of rising land costs, insufficient building setbacks from the roadway, the presence of mature landscaping in and adjacent the existing right-of-way, and the location of utilities.

Because successful implementation of the long-range improvements rests upon the actions the Village pursues in the short-run, and a portion of the improvement's future costs may be reduced by making small investments toward the improvement, now, the Village shall consider the following as components of a successful thoroughfare improvement strategy.

- 4.4-1. New development having street frontage on an Arlington Heights thoroughfare shall provide the minimum right-of-way required for the given street classification. Development at or near an intersection shall provide additional right-of-way as determined to accommodate intersection turning lanes and approaches.
- 4.4-2. A program of planting trees in the parkway of the proposed right-of-way, rather than the existing parkway, shall be initiated and maintained in order to provide a high degree of mature tree cover along a thoroughfare before thoroughfare improvements are made.

4.5. CITIZEN PARTICIPATION

The Thoroughfare and Transportation Policy Plan is a statement of the community's desires and aspirations for its thoroughfare network resulting from public input. Citizen participation is essential to the planning process and is initiated early in the process allowing everyone an opportunity to offer suggestions for change or improvement.

Public participation after the Plan is adopted is equally important since it provides village officials and staff with the feedback needed to determine whether decisions have been made consistent with the Plan's goals and policies, or whether certain aspects of the Plan need to be improved or changed to reflect changing community needs and attitudes.

Public input is also invited and encouraged during consideration of thoroughfare improvements in the Village. The requirements and policies for notice and hearing, if required, vary with the agency having jurisdiction and the nature of the proposed improvement, but it is the policy of the Village to make available information and opportunity for public comment concerning major thoroughfare improvements in Arlington Heights.

4.6. THE PLANNING PROCESS

Planning is a desirable governmental function. The solutions for many of the problems and challenges facing our community can be found in the process of planning. The planning process is a series of steps which include goal setting, data collection, analysis of problems and opportunities, plan or policy formulation, implementation, and evaluation. It is not static, in fact, some steps such as data collection, analysis, implementation and evaluation will continue well after the Thoroughfare and Transportation Policy Plan is adopted.



Green Corridor Opportunities

Village of Arlington Heights, IL

SECTION FIVE

APPENDIX

TABLE 4. THOROUGHFARE INVENTORY

MAJOR ARTERIAL STREETS

STREET	TRAFFIC VOLUME 2010 ADT	CHARACTERISTICS (ROW/PVMT/LN)	REMARKS
Algonquin Road	21,200-40,000	100/48/4	Mountable median, intermittent sidewalks, important link to IL 53 and Harper College
Arlington Heights Road	18,500-36,400	(60-100)/48/4	Undivided 4-lane pavement, primary north/south arterial within village, connection with Northwest Tollway (I-90)
Central Road	17,500-21,200	100/44/4	Undivided 4-lane pavement, intermittent sidewalks
Dundee Road	27,900-37,900	100/48/4	Current Illinois 53 terminus
Golf Road	32,200-47,400	100/48/4	Important route to Woodfield Mall Intermittent sidewalks
Lake-Cook Road	36,600-46,400	100/48/4	Future Illinois 53 terminus, no sidewalks
Northwest Highway	12,500-20,900	(80-100)/40/4	Undivided 4-lane pavement, intermittent sidewalks, parallels C & NW Railroad, important diagonal link providing access to race track site, IL 53 and the Downtown
Palatine Road	30,400-38,300	(100-145)/48/4	Roadway constructed to junior expressway standards, 4-lane divided roadway with 2-lane frontage roads and limited access
Rand Road	24,900-31,400	100/48/4	4-lane pavement with painted median intermittent sidewalks, significant summer weekend and holiday traffic

NA - Not Available

ADT - Average Daily Traffic

ROW - Right of Way (feet)/ PVMT - pavement width (feet)/LN-Number of traffic lanes

SECONDARY ARTERIAL STREETS

STREET	TRAFFIC VOLUME 2010 ADT	CHARACTERISTICS (ROW/PVMT/LN)	REMARKS
Arthur Avenue	7,300	50/39/2	Provides offset continuity for Busse & Dryden corridors, intermittent sidewalks
Buffalo Grove Road (Hintz to Dundee)	14,600-20,300		
Camp McDonald	4,500-4,800	(66-83)/(24-31)/2	Intermittent sidewalk, curb and gutter improvements, variable pavement width, parking permitted along wider sections. Designated Secondary Arterial in Wheeling Plan
Davis (Arthur to Arthur Crossing)	1,000	66/48/2	Connects Arthur to Northwest Highway
Dryden Avenue (North of Northwest Highway)	NA	(73-80)/(32-39)/2	Undivided 2-lane pavement, sidewalk curb and gutter improvements, railroad crossing at Arthur Avenue and linkage with Windsor/Buffalo Grove Road will provide an alternative north-south route through village
Euclid Avenue	13,900-24,900	66/20-26/2	Pavement width variable, sidewalk, curb and gutter improvement in segments provides regional linkage to race track site, Randhurst, Glenview Naval Air Station
Hintz Road	14,600-19,000	(66-100)/24/2	Narrow 2-lane pavement, sidewalk, curb and gutter improvements in segments. Major street designation in Wheeling Plan
Kensington Road	5,400-5,600	(83-100)/20/2	Narrow 2-lane pavement, sidewalk, curb and gutter improvements in segments. Provides access to Mt. Prospect, Randhurst Mall. Similar designation in Mt. Prospect Plan

NA - Not Available

ADT - Average Daily Traffic

ROW - Right of Way (feet)/ PVMT - pavement width (feet)/LN-Number of traffic lanes

SECONDARY ARTERIAL STREETS

STREET	TRAFFIC VOLUME 2010 ADT	CHARACTERISTICS (ROW/PVMT/LN)	REMARKS
Kirchoff Road	5,000-11,600	80/36/2	Designated Secondary Arterial in Rolling Meadows Plan
Schoenbeck Road	4,300-6,200	(83-100)24/2	Narrow 2-lane pavement, no curb and gutter improvement, few sidewalks. Similar designation in Wheeling Plan
Thomas Avenue (east of Arlington Heights Road)	1,950-7,800	(40-80)/(22-37)/2	Undivided 2-lane pavement, sidewalk, curb and gutter improvements in segments. Significant turn movement onto Arlington Heights Road. Similar designation in Wheeling Plan
Windsor Drive (Jane to Hintz)	NA	(66-83)/(20-37)/2	Variable pavement width, few curb and gutter improvements, Alignments with Dryden Avenue and Buffalo Grove Road. Provides alternative north-south route through Village
Wilke Road (Algonquin to Northwest Hwy.)	18,500-15,600	100/40/4	Undivided 4-lane pavement
Wilke Road (north of Northwesey Highway)	5,900-11,300	55/22/2	Narrow, 2-lane pavement. No improvements. Interchange with Illinois Route 53 prevent Arterial Street Continuity

NA - Not Available

ADT - Average Daily Traffic

ROW - Right of Way (feet)/ PVMT - pavement width (feet)/LN-Number of traffic lanes

DOWNTOWN STREETS

STREET	TRAFFIC VOLUME 2010 ADT	CHARACTERISTICS (ROW/PVMT/LN)	REMARKS
Campbell Street (Highland to Evergreen)	NA	Basic 2- lane traffic movement, undivided pavement, on-street parking, all sidewalk curb and gutter improvements 4-way stop signs at most intersections (typical)	Improvements to the downtown streets should be found in the Downtown Master Plan (typical)
Davis Street (Vail to Arlington Hts. Rd.)	NA		
Dunton Avenue (Sigwalt to Eastman)	1,250	All streets provide land access and service within the Village's Downtown and are characterized by increased pedestrian activity, commercial vehicle loading and high demand and turnover of parking space (typical)	
Eastman Street (Highland to Arlington Hts. Road)	NA		
Evergreen Street (Sigwalt to Eastman)	NA		
Highland Ave. (Sigwalt to Miner)	NA		
Miner Street (Northwest Highway to Arlington Heights Road)	NA		
Payton Run (Dunton to Evergreen)	NA		
Sigwalt Street (Highland to Arlington Hts. Rd.)	NA		
Vail Avenue (Sigwalt to St. James)	NA		
Wing Street (Evergreen to Arlington Hts. Rd., Highland to Vail)	NA		

COLLECTOR STREETS

STREET	TRAFFIC VOLUME 2010 ADT	CHARACTERISTICS (ROW/PVMT/LN)	REMARKS
Campbell Avenue (Wilke to Highland)		66/(34-36)/2	Provides direct access to the Downtown from western environs
Davis Street (Burton to Arthur Crossing)		66/(48-39)/(2-4)	
Dunton (Eastman to Euclid)			
Falcon Drive (east of Goebbert)		66/36/2	
Fernandez Avenue (Golf to Central)		66/36/2	
Goebbert Road		(66-73)/35/2	
Gregory Street		66/(22-82)/2	Residential character sidewalks, curb and gutters in segments
Kennicott Avenue (Northwest Hwy. to Nichols)		(66-80)/37-39/2	
Lincoln Road		80/38/2	No improvements, alignment with White Oak to provide continuity and link with Mt. Prospect
Meier Road		(73-80)/27/2	Unimproved Central south to Connie
Miner Street (Arlington Hts. Rd. to Waterman)		66/(29-33)/2	Curb and gutter, sidewalk in most segments
Nichols Road		66/18/2	2 lane pavement

NA - Not Available
 ADT - Average Daily Traffic
 ROW - Right of Way (feet)/ PVMT - pavement width (feet)/LN-Number of traffic lanes

COLLECTOR STREETS

STREET	TRAFFIC VOLUME 2010 ADT	CHARACTERISTICS (ROW/PVMT/LN)	REMARKS
Oakton Street		(66-100)/(27-38)/2	Sidewalk, curb and gutter improvements in segments; variable pavement widths parking permitted along wider sections
Old Arlington Heights		(73-100)/24/2	2-lane pavement no parking
Old Wilke Road		66/20/2	Narrow, undivided pavement, no improvements
Paris Street			
Park Street (Ridge to Arlington Heights Road)		66/28/2	
Ridge Avenue (Central to Northwest Hwy, Nichols to Lake Cook)		66/(33-39)/2	
Schaefer Road		66/18/2	2 lane pavement, curb and gutters, sidewalk improvements
Sigwalt Street (Ridge to Highland Arlington Hts. to Burton)		66/(48-39)/2	Provides link to Downtown
Thomas Avenue (West of Arlington Hts. Rd.)		(40-80)/(22-37)/2	Sidewalk, curb and gutter improvements in segments Significant turn movement onto Arlington Heights road
University Drive		66/37/2	Industrial park character no sidewalks
Vail Avenue (Eastman to Euclid)		66/40/2	Significant use by commuter parking lot users, library patrons

NA - Not Available
 ADT - Average Daily Traffic
 ROW - Right of Way (feet)/ PVMT - pavement width (feet)/LN-Number of traffic lanes

COLLECTOR STREETS

STREET	TRAFFIC VOLUME 2010 ADT	CHARACTERISTICS (ROW/PVMT/LN)	REMARKS
Valley Lane		(66-80)/39/2	Extension will provide access to proposed Lake Arlington recreation development
Walnut Avenue (Northwest Hwy. north to Thomas)		66/32/2	Provides link to Ridge Avenue south of railroad tracks
Waterman Road (Rand to Palatine)		80/32/2	Sidewalk, curb and gutter improvements in sections
Waterman Road (Rand to Northwest Hwy.)		(40-66)/(22-28)/2	Curb and gutter improvements sidewalks in most sections
White Oak Street		66/37/2	Curb and gutter improvements sidewalks in most sections

NA - Not Available
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SUB-COLLECTOR STREET

STREET	TRAFFIC VOLUME 2010 ADT	CHARACTERISTICS (ROW/PVMT/LN)	REMARKS
Bloomington Avenue			Sidewalk, curb and gutter improvements in most sections
Bradfors-crabtree (Hintz to Waterman)		66/37/2	
Burr Oak Drive		66/37/3	
Dryden Place (Central to Davis)		66/28/3	Undeveloped area
Dunton (Euclid to Thomas)		66/(28-46)/3	Sidewalk, curb and gutter improvements in most sections
Dwyer Avenue		66/(29-33)/3	Narrow roadway, no improvements
Forest Avenue (Euclid to Rand)		66/18/3	
Grove Street (Wilke to Ridge)		66/28/3	
Happfield Drive		66/ /3	
Lake Arlington Drive		66/38/3	Sidewalks west of Arlington Heights Road
Park Stree (Arlington Hts. Rd. to Cleveland)		66/(20-28)/3	Industrial area, no sidewalks
Shore Drive Techny (Kennicott to Rand)		66/39/2	To provide access to Rand Road
Vail Avenue (Kirchoff to Sigwalt)		66/25/2	

NA - Not Available
 ADT Average Daily Traffic
 ROW - Right of way (feet)/ PVMT - pavement width (feet) LN-Number of traffic lanes

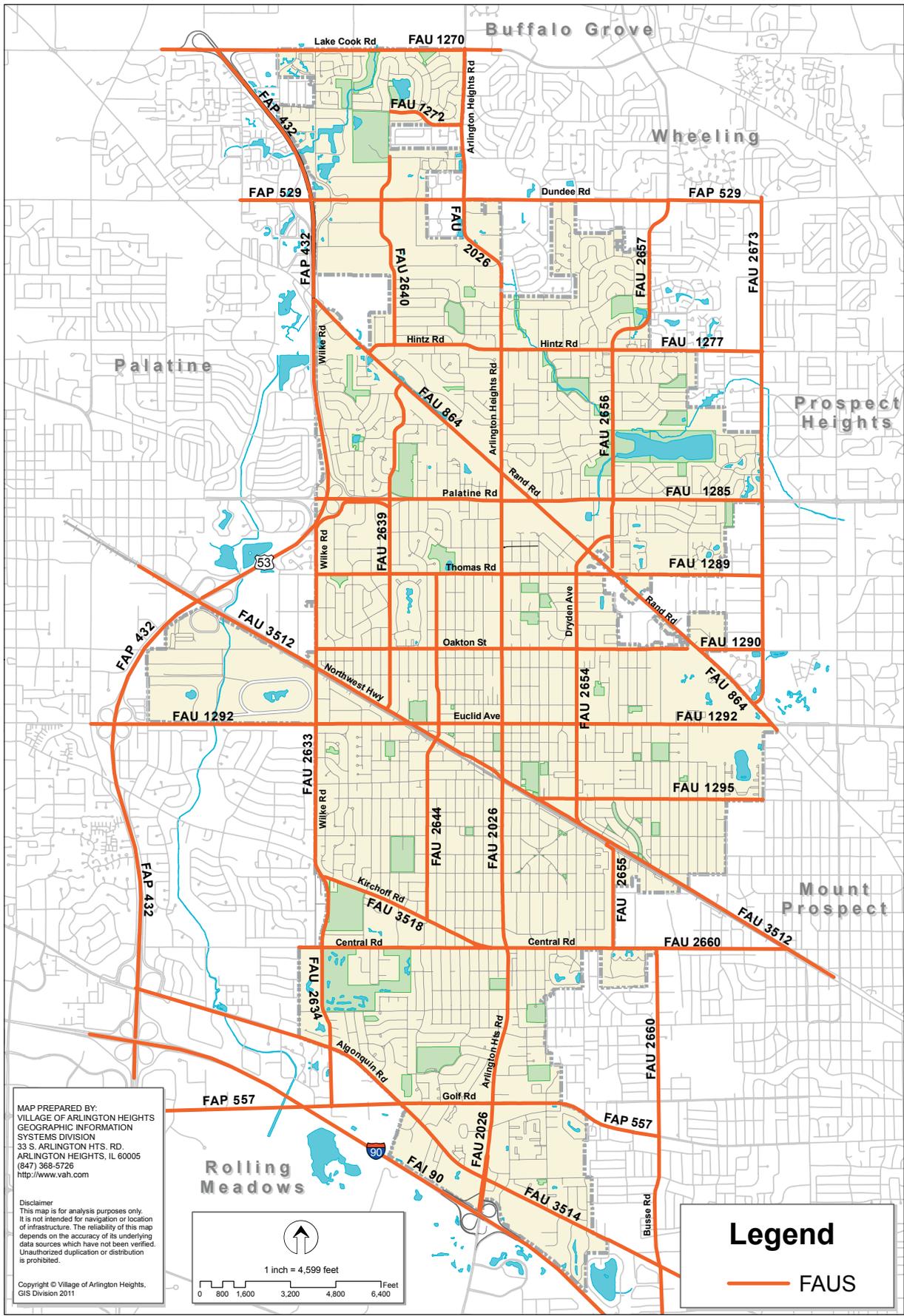
SUB-COLLECTOR STREETS

STREET	TRAFFIC VOLUME 2010 ADT	CHARACTERISTICS (ROW/PVMT/LN)	REMARKS
Waterman Avenue (Hintz to Crabtree)		66/32/2	
Windsor- Flentie (Hintz to Buffalo Grove Road)		66/35/2	

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NA - Not Available

ADT Average Daily Traffic

ROW - Right of way (feet)/ PVMT - pavement width (feet) LN-Number of traffic lanes



FAUS Road Network

Village of Arlington Heights, IL