

TRANSPORTATION NETWORK PLAN

The General Development Plan Map includes a transportation component which addresses streets and highways, transit and bicycles. In addition, the DuPage County Year 2005 Transportation Plan prepared by the DuPage County Regional Planning Commission was completed in 1986 and so adopted by the Commission. The plan projects traffic conditions to the year 2005 of which some location data is outdated.

RECOMMENDED ROAD NETWORK CHANGES

The transportation component prepared as part of the General Development Plan adopted in 1977 and evaluated in 1987 again has been reviewed in conjunction with the Comprehensive Amendment to the General Development Plan of the Comprehensive Plan.

The Transportation Network Plan as revised in this amendment depicts the following changes:

1. Remove functional classification on the following streets to local residential classification:
 - a. Oak Street between George Street and Bloomingdale Road as a Minor Collector.
 - b. George Street between Walnut and Oak Streets as a Minor Collector.
 - c. Maple Avenue between Bloomingdale and Irving Park Roads as a Minor Collector.
 - d. Maple Avenue as a Minor Collector.
 - e. Ardmore Avenue as a Minor Collector from Rohlwing Road (Ill. Rte. 53) to Thorndale Avenue.
2. Change functional classification on the following streets:
 - a. Thorndale Avenue from I-290 to West Corporate line to be changed from a Minor Collector to a local residential street.
 - b. Walnut Street from George Street to Irving Park Road to remain a Minor Collector and from Irving Park Road to Division Street to be a Major Collector.
 - c. Prospect Avenue from Major Arterial to Principal Arterial.

3. The functional classification shall be added to the following streets:
 - a. Hilltop Avenue from Thorndale Avenue shall be a Minor Collector.
 - b. Norwood Avenue from Hilltop Avenue to Meacham Road shall be a Minor Collector.
 - c. Crest Avenue shall be a Minor Collector.

There are four freeways in the Village of Itasca and the Planning Areas which are:

- The Elgin-O'Hare Freeway
- I-290
- I-90
- Illinois Route 53 (Rohlwing Road)

These freeways collectively carry thousands of cars during a twenty-four (24) hour period (ADT). This is a large amount of traffic to be moving through a small community while not causing any local traffic conflicts.

The four freeways do not create any problems to the residential areas within the Village. In fact, I-290 separates the Manufacturing District from the Residential District so the land uses are protected as to any traffic problems.

Devon Avenue Extension (Meacham/Medinah to Rohlwing)⁵⁹

An extension of Devon Avenue from its present western terminus at Rohlwing Road west to Meacham/Medinah Road is on the current General Development Plan for the Village of Itasca. It is recommended that this extension be removed from the Plan. The new extension is not feasible due to the fact that Elk Grove Village has abandoned half of the right-of-way and residential development has taken place, making the proposed alignment impossible to achieve. East-west traffic is currently served by Nerge Road with a direct connection to Devon located just east of Rohlwing Road.

Elgin-O'Hare (Thorndale Avenue Extension) Corridor

The Elgin-O'Hare Corridor through Itasca along Thorndale Avenue has been constructed from I-290 west. This corridor is currently designated as a freeway on the DuPage County Year 2005 Transportation Plan.

⁵⁹General Development Plan Update by the DuPage County Regional Planning Commission, March, 1987

Irving Park Road

Traffic simulations for the County Year 2005 Transportation Plan indicate that volumes on Irving Park Road are directly related to the type of facility constructed in the Elgin-O'Hare corridor along Thorndale Road. Current 1989⁶⁰ traffic volumes range from 24,800 to 26,100 ADT in the Itasca area. These volumes warrant a 4-lane facility.⁶¹ Traffic volumes are projected to increase to 21,500 to 31,000 ADT by the year 2005 if no improvement occurs in this corridor or in the Elgin-O'Hare corridor. The projected ADT counts for the year 2005 are outdated as of 1989. When the Elgin-O'Hare corridor is tested as a freeway, Irving Park volumes are projected to decrease slightly.

It is recommended that this improvement (the widening of Irving Park Road) should be the first priority in the Village. It is anticipated that Irving Park Road will need four lanes and the improvement should not wait until after construction of the Elgin-O'Hare project.⁶²

Rohlwing Road

Traffic volumes on Rohlwing Road are 15,500 ADT south of Lake Street and 26,000 ADT south of Devon Avenue in Itasca. According to generally accepted roadway design standards, current volumes north of Irving Park Road in year 2005 and 21,300 south of Irving Park Road, four lanes are warranted in all sections in Itasca.

Arlington Heights Road Realignment

It is the Village's desire to minimize through traffic in the residential areas near Arlington Heights Road between Thorndale Avenue and Irving Park Road. The Prospect/Arlington Heights Road connection has been in the Plan since 1977 to divert traffic from the north side residential area. With Thorndale Avenue being developed into a freeway with a system of frontage roads and with the large amount of office development which is planned at the Chancellory, additional steps must be taken to reduce through traffic in the north side residential area.

Cherry Street is to be extended from the redesigned frontage road to connect with Arlington Heights Road approximately 200 feet north of Theodore Lane.

⁶⁰1989 Traffic Volume Map, DuPage County, prepared by IDOT

⁶¹Four lanes are generally warranted when ADT exceeds 15,000 vehicles per day

⁶²Itasca General Development Plan Update 1987

TOWN CENTER AREA



PHOTO TAKEN 5/13/93 (9:00 A.M.)
LOOKING NORTH TOWARD ORCHARD STREET
IRVING PARK ROAD IN FOREGROUND
WALNUT STREET, LOOKING NORTH ON EAST SIDE OF PHOTO



PHOTO TAKEN 5/13/93 (9:00 A.M.)
LOOKING NORTH ALONG WALNUT STREET
IRVING PARK ROAD IN FOREGROUND

Chancellory (Formerly Hamilton Lakes)

The projected magnitude of office development in the Chancellory area will have significant impacts on the transportation system in Itasca. Preliminary design alternatives for the Elgin-O'Hare were reviewed as well as the proposed street system for the Hamilton Lakes development. The following recommendations assume the construction of a freeway in the Elgin-O'Hare Corridor.

1. A frontage road system is recommended in this corridor. Frontage roads north of the freeway should be one-way westbound; frontage road south of the freeway should be one-way eastbound.
2. The projected traffic volumes generated at Hamilton Lakes, according to the January, 1985 "Master Plan for Traffic Access and Circulation" prepared by Midwest Consulting Engineers, Inc., will require an interchange on the Elgin-O'Hare between Route 53 and Arlington Heights Road. The frontage road system will connect with this interchange. A new north-south connecting road between the interchange and Pierce Road is recommended. The recommended alignment is different from that shown on the approved Chancellory Concept Plan.
3. It is recommended that Arlington Heights Road be relocated with Pierce Road and extended to the new Arlington Heights/Prospect connection. Arlington Heights Road will be separated from the Elgin-O'Hare Freeway, but will provide a link between the north and south frontage roads.

Following are "Advantages" and "Disadvantages" of the Elgin-O'Hare Freeway alternative for the Chancellory Regional Office Park:

Advantages

1. Provides I-290 traffic with a greater weave distance onto Elgin-O'Hare Expressway.
2. Allows I-290 traffic to go directly to Prospect Avenue without getting on the freeway or going through the traffic light at Old Arlington Heights Road.
3. Allows eastbound traffic from Elgin-O'Hare to exit directly to Pierce Road, thereby providing better access to Hamilton Lakes.
4. Direct access to go west on Elgin-O'Hare.
5. Eastbound entrance and exit weave on Elgin-O'Hare can be eliminated.
6. Short eastbound entrance ramp to Elgin-O'Hare can be eliminated.

7. Requires less right of way.
8. Allows shorter bridges over Arlington Heights/Pierce Road.
9. Eliminates one intersection in the Park/Pierce connection.
10. Provides better access from Hamilton Lakes to Arlington Heights/Pierce Road.
11. Provides better access from Hamilton Lakes to eastbound Elgin-O'Hare Freeway.
12. Provides better access from Hamilton Lakes East to westbound Elgin-O'Hare Freeway.
13. Eliminates the possibility of eastbound Park Boulevard traffic getting trapped on westbound Elgin-O'Hare Expressway.

Disadvantages

1. Requires eastbound Elgin-O'Hare traffic exiting at Prospect to go through the traffic light at Pierce Road.
2. Requires an additional bridge for grade separation of ramps.
3. Requires an additional bridge over Arlington Heights/Pierce Road.

Access Control Policies and Standards

It is recommended by the DuPage County Regional Planning Commission that Arterial Highway Development Policies and Standards (which address access control - see Appendix IV) be adopted by the Village and included in the applicable codes and ordinances in order to insure that the development of arterial frontage and access to arterial highways is done in such a way that highway capacity and safety are maximized and that arterial corridor land use is well designed and functional.

PROPOSED COUNTY ROAD IMPROVEMENTS⁶³
(Widening and New Construction in Itasca Area)

| | From | To | Estimated Cost | Funding Focus | Recommended ROW Width (In Feet) |
|--|-------------------|--------------------|-------------------|----------------------------------|---------------------------------------|
| Prospect Ave. ⁶⁴ 2L to 4L (A) ⁶⁵ | Devon Ave. | Irving Park Rd. | \$12,000,000 | Motor Fuel Tax Impact Fees | 100 |
| U.S. 19 (Irving Park Rd.) 2L to 4L (B) ⁶⁵ | North Co. Line | Prospect Ave. | \$21,400,000 | State Funds | 100 |

⁶³Ten Year Comprehensive Road Improvement Plan (for Impact Fees), DuPage County Division of Transportation, Transportation Planned Department, Adopted May 22, 1990.

⁶⁴Prospect Avenue is under the jurisdiction of the DuPage County Division of Transportation.

In the Division of Transportation's Ten Year Plan, we have programmed to reconstruct and widen Prospect Avenue to a four lane road with curb and gutter. A contract to build Prospect Avenue is tentatively planned to be awarded late in the fall of (1992) or early in the spring of (1993). However, the County Board shall approve the construction contract before the actual work may begin.

Preliminary plans have been prepared for this project. The plans indicate that we will need to acquire some property or use it for a construction easement in order to construct this road improvement.

⁶⁵A - Signifies projects with an estimated construction date between 1991-1995.

B - Signifies projects with an estimated construction date between 1996-2000

Itasca Bike Route

The Itasca Bike Route adopted in 1991 covers approximately 6.9 miles and basically uses marked public streets within the Village as shown on the following map.

The Bike Route was developed as a cooperative effort between the Village, the Itasca Park District and a citizens committee. Numerous rest stops and points of interest are found along the way. This route offers a scenic ride through the Village of Itasca.

The bike route is clearly marked for cyclists. Riders should look for either green bike route signs or white street markings with arrows. Yellow caution signs are posted at major intersections warning motorists that cyclists are sharing.

The bike route connects with the Georgetown Shopping Center in the City of Wood Dale. Future plans of the DuPage County Forest Preserve District anticipate developing a bike path in the Songbird Slough area (formerly Campbell Slough). The route also passes close to schools and parks.

POINTS OF INTEREST

Schools

- A. St. Lukes Lutheran Church and School
- B. Washington School
- C. Peacock Junior High
- D. St. Peters Catholic Church and School
- E. Franzen School

PARKS

- 1. Benson Park
- 2. Washington Park
- 3. Schiller Park
- 4. Peacock Park
- 5. Country Club Park
- 6. Clayson Park
- 7. Franzen Park

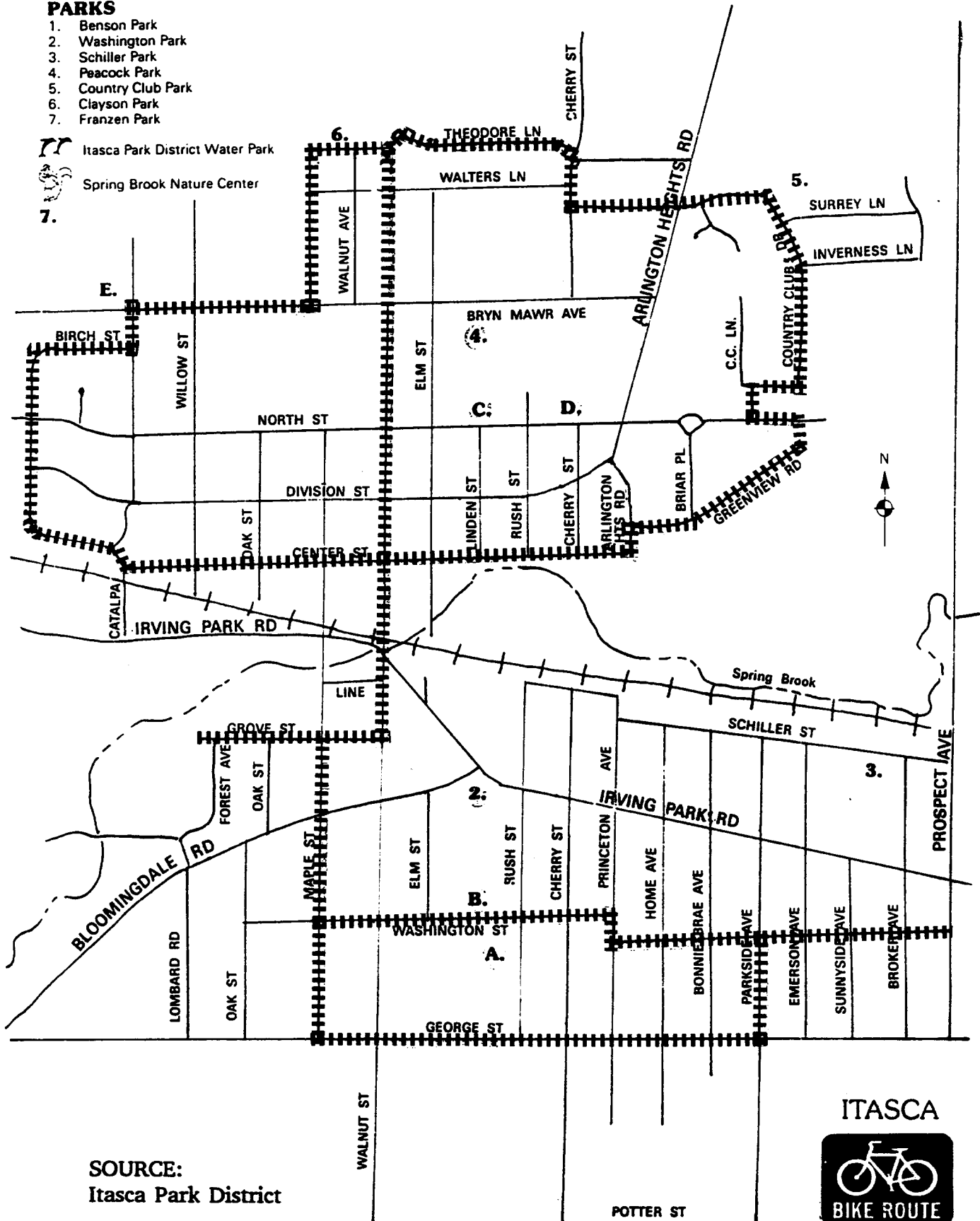


Itasca Park District Water Park



Spring Brook Nature Center

7.

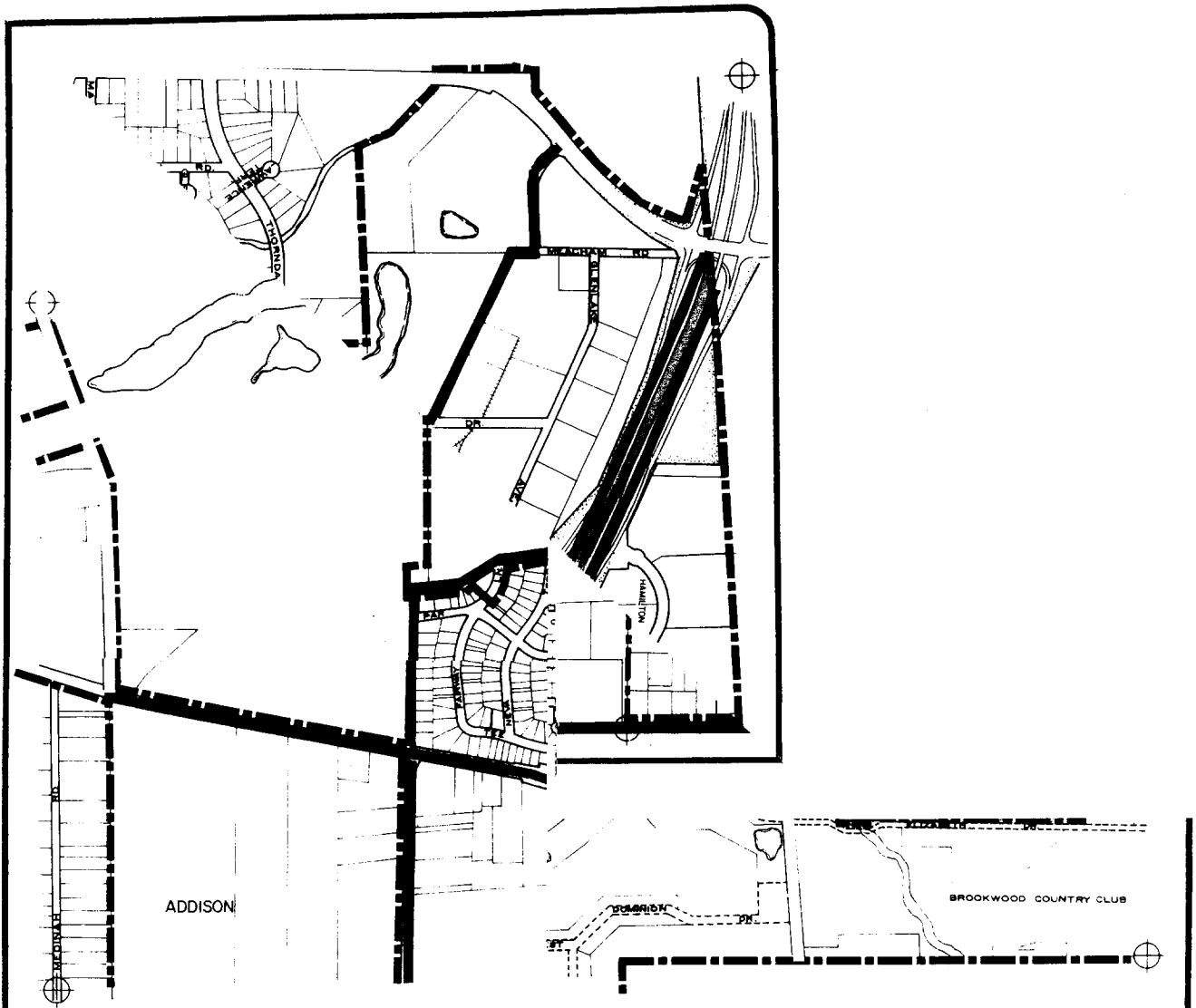


SOURCE:
Itasca Park District







When changes in local and regional economic activity, population, land use, and transportation will have an affect on future transportation and circulation patterns in the Village and planning area.

When the Elgin-O'Hare Freeway is completed, improvement to Prospect Avenue and the widening of Irving Park Road will have an affect with the possibility of increasing population, which will affect schools, create new land uses, etc.



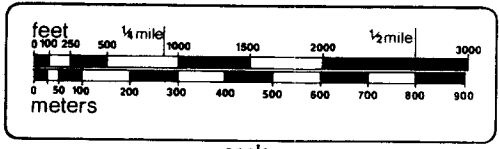
TRANSPORTA

FUNCTIONAL CLASSIFICATION

-  FREEWAY
-  PRINCIPAL ARTERIAL
-  MAJOR COLLECTOR
-  MINOR COLLECTOR

OF ITASCA, ILLINOIS

BASE MAP UPDATE
 REVISIONS



JULY 1993

REVISED: 12 THE BALSAMO/OLSON GROUP, INC.

