

## OVERALL MOBILITY MASTER PLAN

A successful TOD requires a pedestrian oriented approach to design and development. Figure 13 and the list below highlight areas of focus for the Village in order to achieve an improved pedestrian experience.

### SIDEWALKS

Continuous sidewalk networks improve mobility for all pedestrians. Sidewalks should be part of all new and renovated road facility and every effort should be made to retrofit streets that currently do not have sidewalks. Where appropriate use multi-use paths in right of ways or easements to accommodate bikes/scooters and pedestrians.

When implementing streetscape improvements considering the pedestrian experience is important. The aim should be all existing and new streets provide a rewarding pedestrian experience. The Village of Hoffman Estates should prioritize the following key elements:

- **Lighting:** Street lighting plays a vital role in creating a safe, highly walkable environment. Low-glare, ambient lighting should be used on pedestrian-scale poles. Way finding signs, other signage, and destinations, such as the Pace Kiss-n-Ride underpass should be well lit. Well lit landmarks provide geographic orientation to pedestrians.
- **Street Furniture:** Consistent, simple, and easy-to-maintain furnishings can activate the pedestrian landscape and provide an opportunity for branding. Street furniture placement should take into account the flow of pedestrian traffic and not obstruct a clear walking path.
- **Landscape:** Street trees and other sidewalk landscaping features can contribute to a great number of community benefits including: cleaning pollutants out of the air, offsetting carbon emissions, providing shelter for pedestrians from extreme weather and a buffer from adjacent traffic. Wherever possible, the plantings should coordinate, both aesthetically as well as ecologically with the surrounding environment, including nearby street trees, the lighting, sidewalk drainage, and pedestrian furniture.

### RECREATIONAL FOOTPATHS

The existing network of footpaths, particularly in the Northeast Quadrant, should be re-purposed and consideration given to connecting these recreational paths to external sidewalks.

### CROSSWALKS

Safe and frequent crosswalks support a walkable urban environment. Crosswalks should be installed in strategic locations across the study area, have safe landings to adjacent sidewalks, and refuge islands are recommended for streets 50 feet or wider. The proposed crosswalks are taking into account both existing as well as projected crossing demands. Frequent crossings reinforce walkability and have the potential to fuel greater demand, particularly as higher density development occurs and traffic increases.

### BIKE LANES

Bike accessibility to transit stations makes riding public transportation more convenient - thus focus on providing strong connections to the Pace Park-n-Ride and Kiss-n-Ride. Bike paths should be considered for all new roads and retrofit existing streets to safely accommodate bikes.

### PEDESTRIAN - VEHICLE CONFLICT

Consolidate driveways to reduce pedestrian and vehicular conflict.

### CUT-THROUGH BRIDGES

Cut-throughs enable pedestrians to travel the most direct route, or in some cases via alternate routes, to their destinations. There will also be fewer vehicular conflicts because pedestrians won't have to use arterials to get from one local street to another.

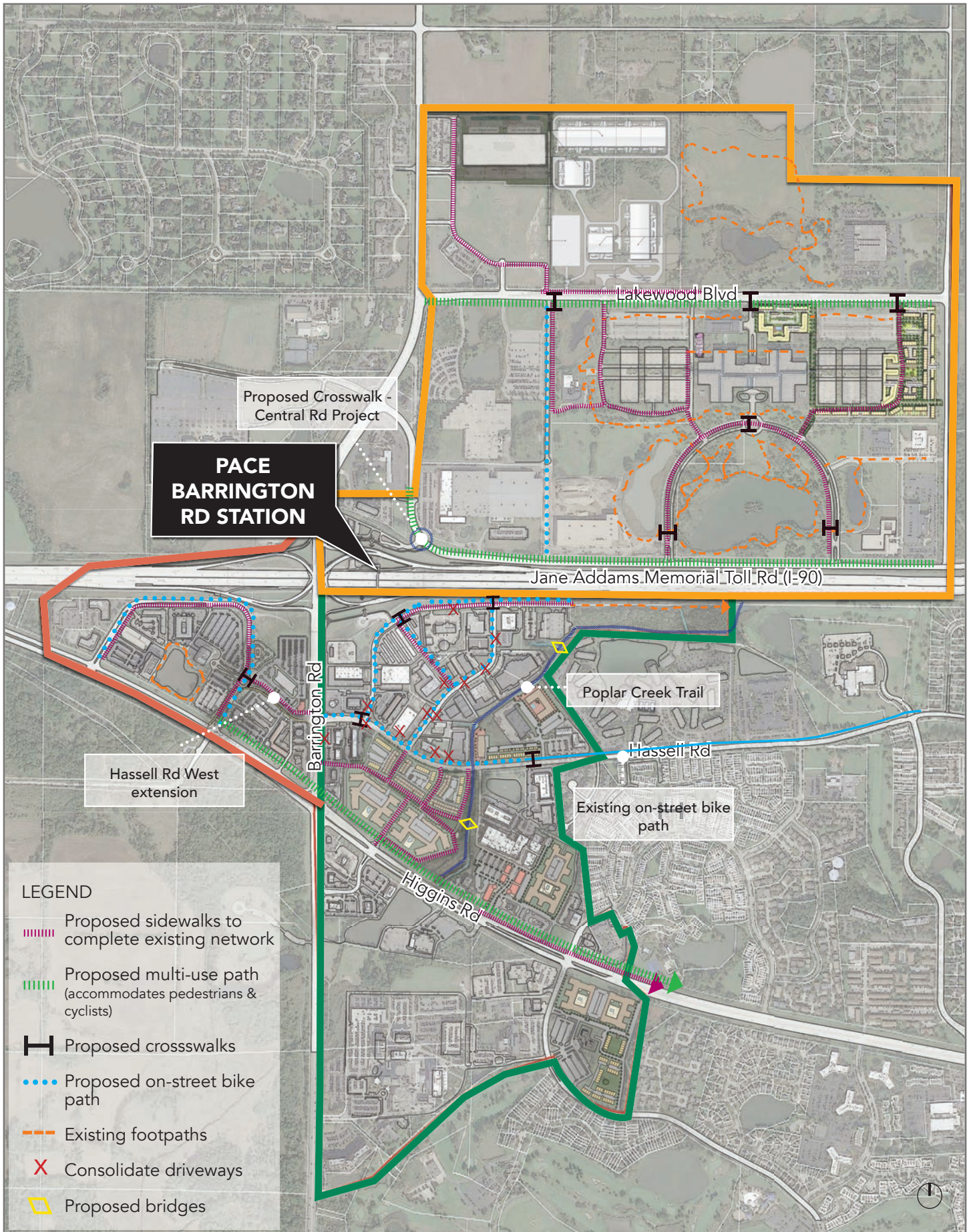


Figure 13 Mobility Master Plan