STUDY OVERVIEW

Prairie Trail Downtown Connections Study

CITY OF CRYSTAL LAKE

About the Study

This study is guided by two primary goals:

- **Determine a preferred alignment to improve the routing of the Prairie Trail bike path in downtown Crystal Lake**
- **Identify a safe and comfortable east-west route to connect the Walkup Road bike path to the Prairie Trail to the north of downtown Crystal Lake**





Study Timeline

March - June 2026

Review Existing Conditions

WE ARE HERE

Public Meeting #1

May 12, 2026

June - August 2026

Develop + Analyze Alternatives

Public Meeting #2

July 2026

August - September 2026

Determine + Refine Preferred Alternatives

Present to City Council

September 2026

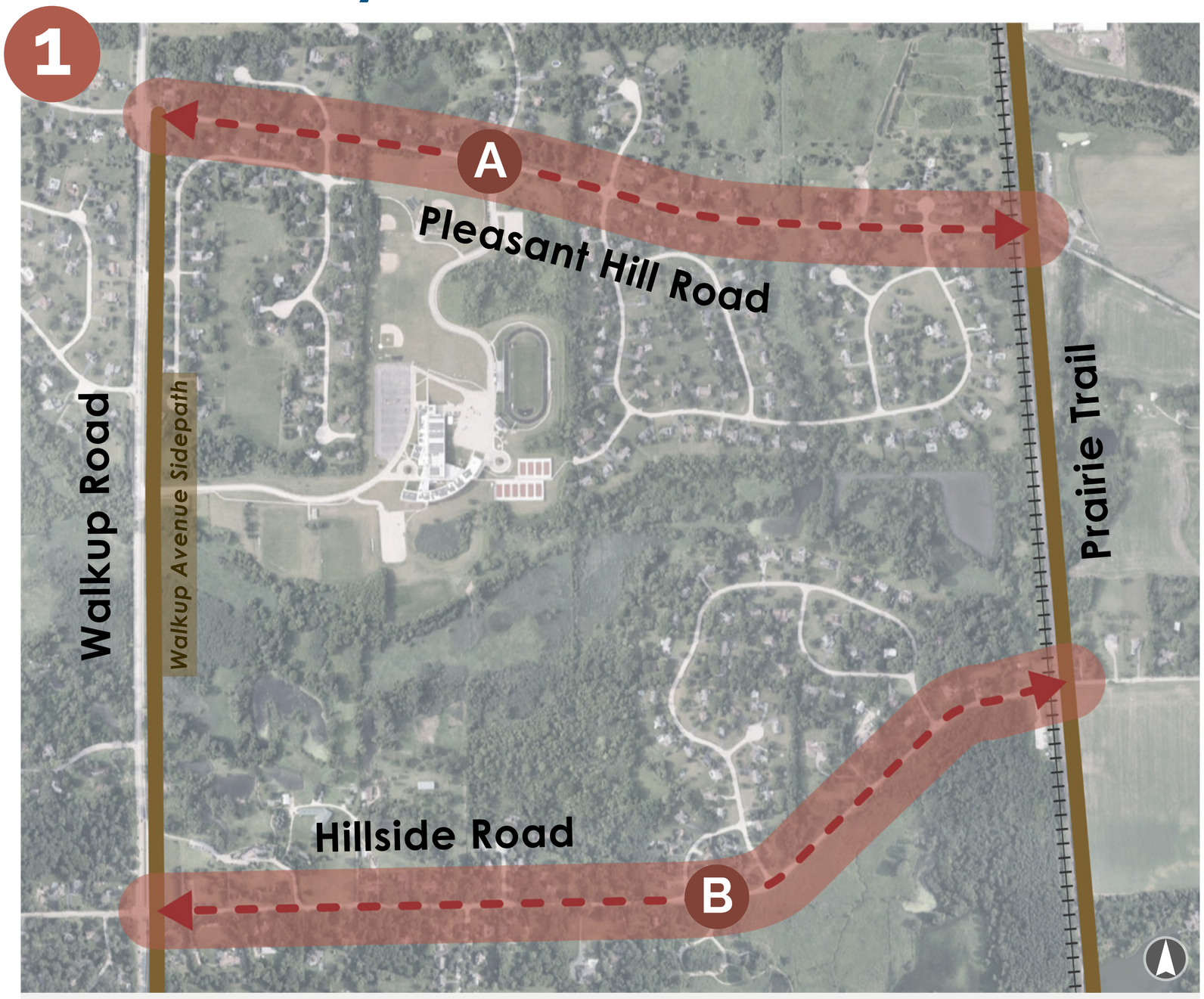
EXISTING CONDITIONS

STUDY AREA MAPS

Prairie Trail Downtown Connections Study

CITY OF CRYSTAL LAKE

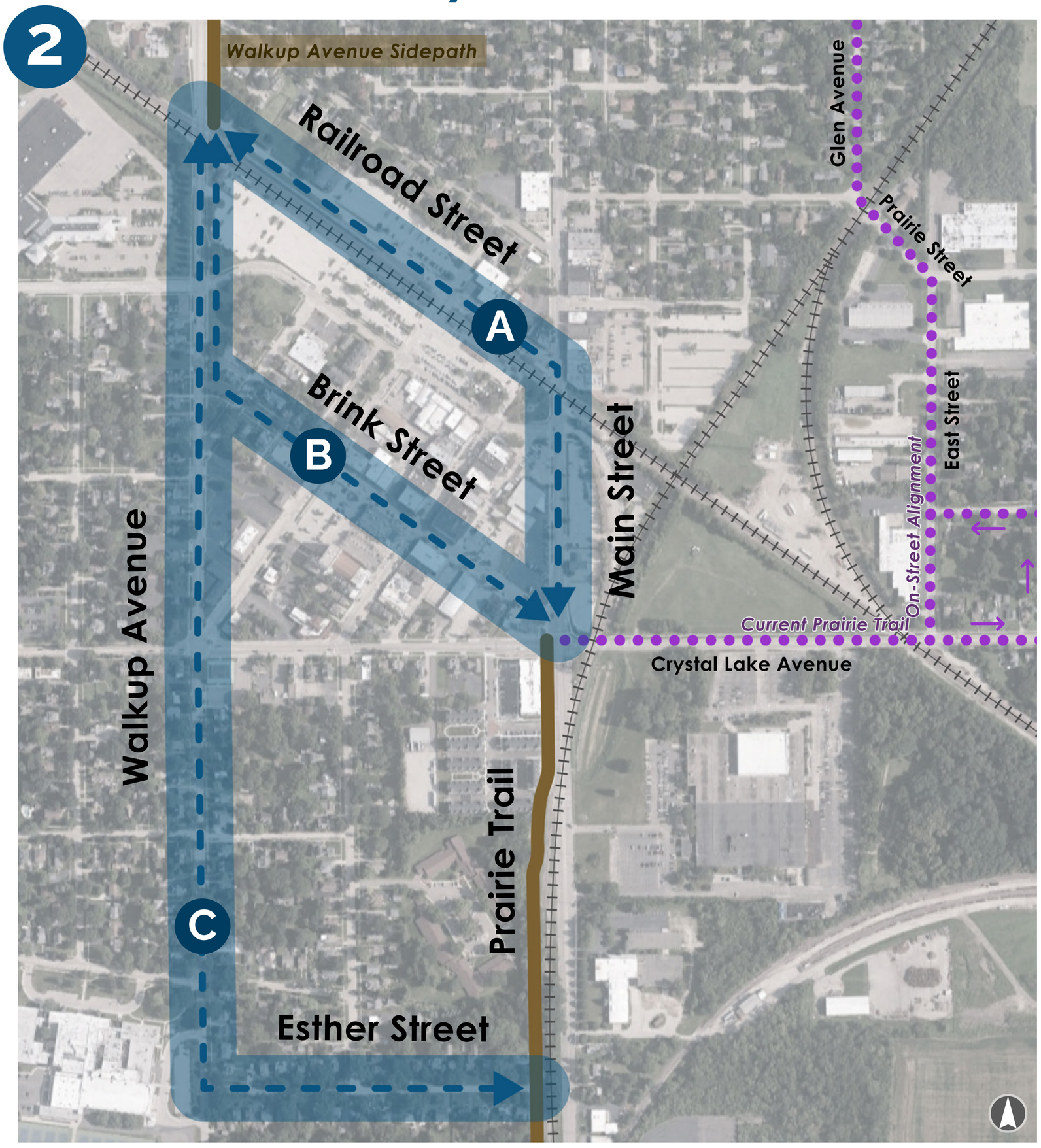
North Study Area



Full Study Area



Downtown Study Area



- North Area Study Corridors
- Downtown Study Corridors
- Existing Paths (Trail, Sidepath)
- Existing On-Street Bike Route

EXISTING CONDITIONS

STUDY AREA CHARACTERISTICS

Prairie Trail Downtown Connections Study

CITY OF CRYSTAL LAKE

North Study Area



North Area Study Corridors

Downtown Study Corridors

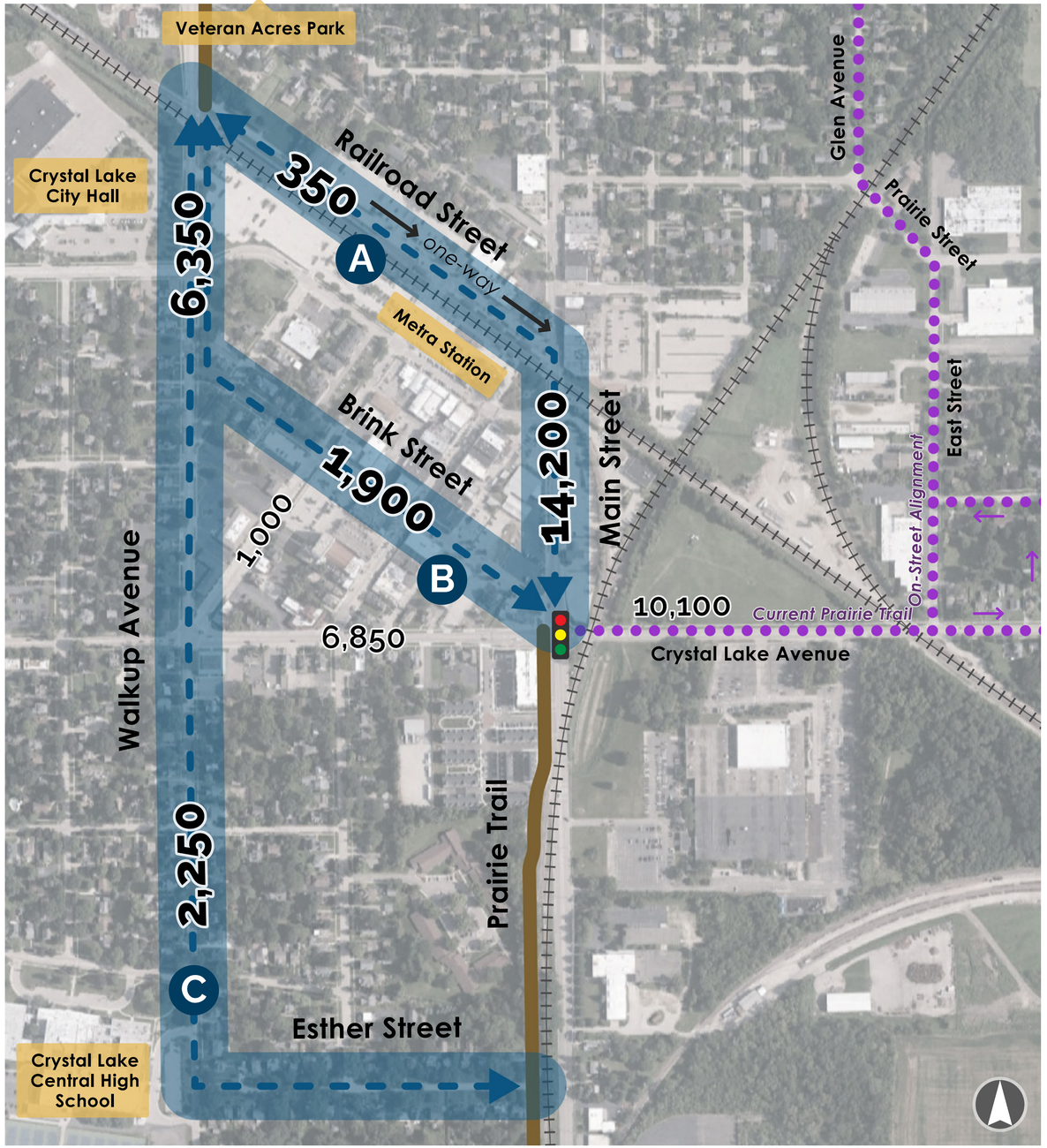
Existing Paths (Trail, Sidepath)

Existing On-Street Bike Route

Average Daily Traffic

Point of Interest

Downtown Study Area



EXISTING CONDITIONS

RAILROAD STREET

Prairie Trail Downtown Connections Study

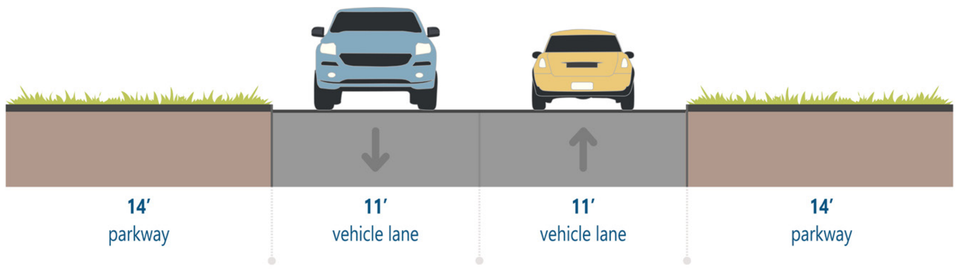
CITY OF CRYSTAL LAKE

LOCATION 1

Walkup Avenue to 2nd Street

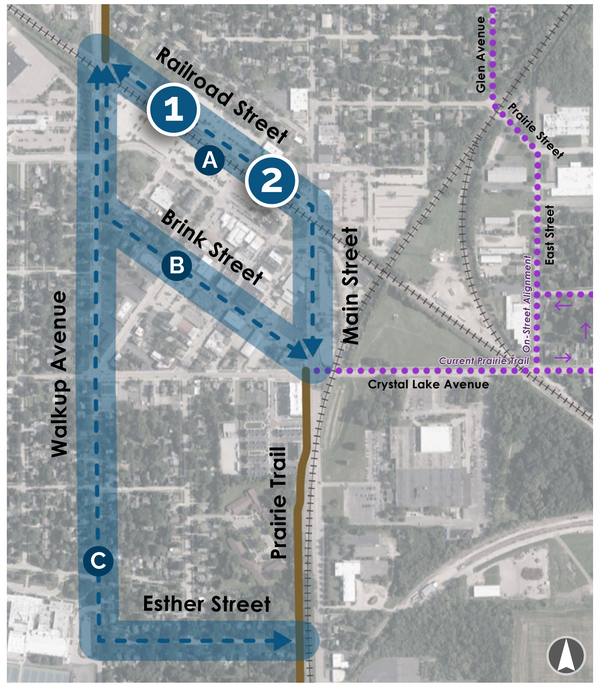
(looking northwest)

ALTERNATIVE A



pavement width: **22 ft**

right-of-way: **50 ft**



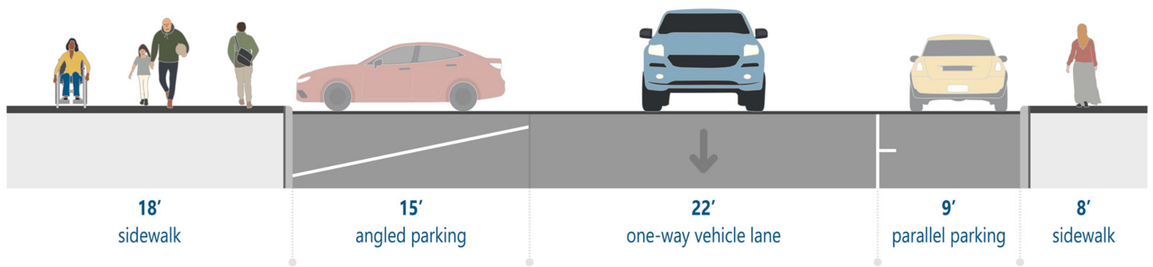

Railroad Street at 2nd Street

LOCATION 2

Grant Street to Main Street

(looking northwest)

ALTERNATIVE A



face of curb-to-face of curb: **46 ft**

right-of-way: **72 ft**


Railroad Street at Walkup Avenue


Railroad Street at Grant Street


Railroad Street between Grant Street and Main Street


Railroad Street between Grant Street and Main Street

EXISTING CONDITIONS

BRINK STREET

Prairie Trail Downtown Connections Study

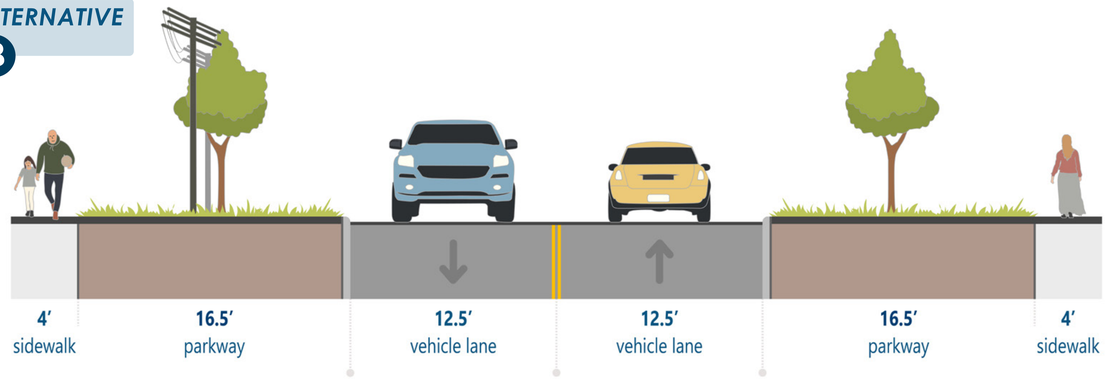
CITY OF CRYSTAL LAKE

LOCATION 3

Grant Street to Minnie Street

(looking northwest)

ALTERNATIVE B

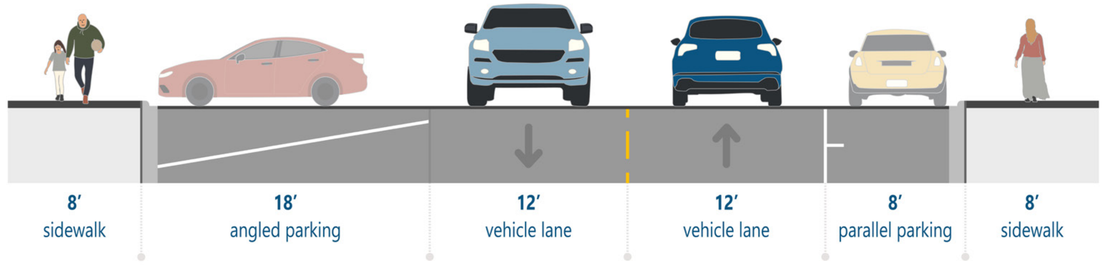


LOCATION 4

Main Street to Grant Street

(looking northwest)

ALTERNATIVE B







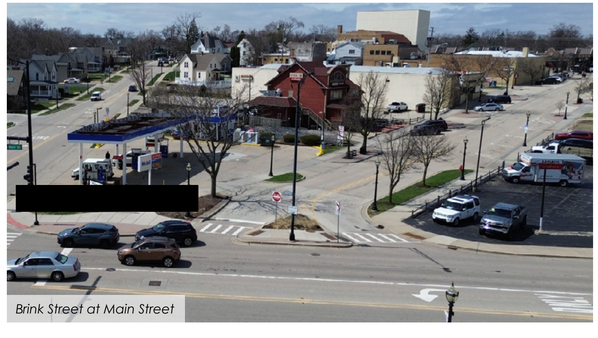
Brink Street between Williams Street and Grant Street



Brink Street between Williams Street and Grant Street



Brink Street at Grant Street



Brink Street at Main Street



Brink Street at Grant Street

EXISTING CONDITIONS

WALKUP AVENUE

Prairie Trail Downtown Connections Study

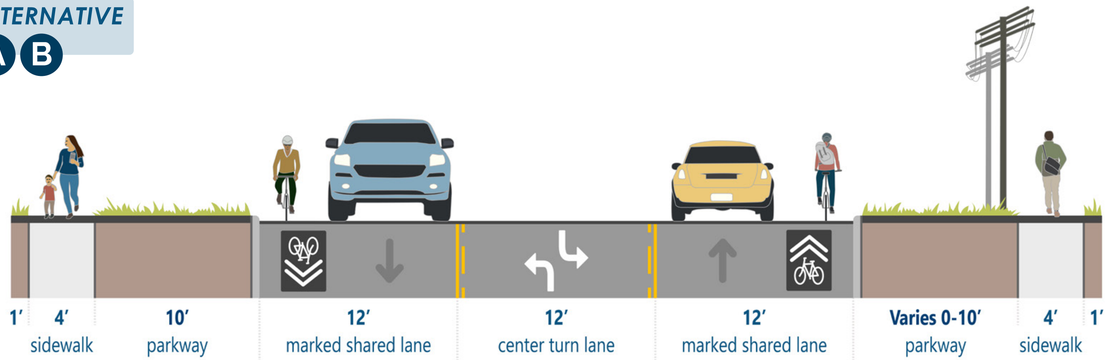
CITY OF CRYSTAL LAKE

LOCATION 5

Near Brink Street

(looking north)

ALTERNATIVE A B

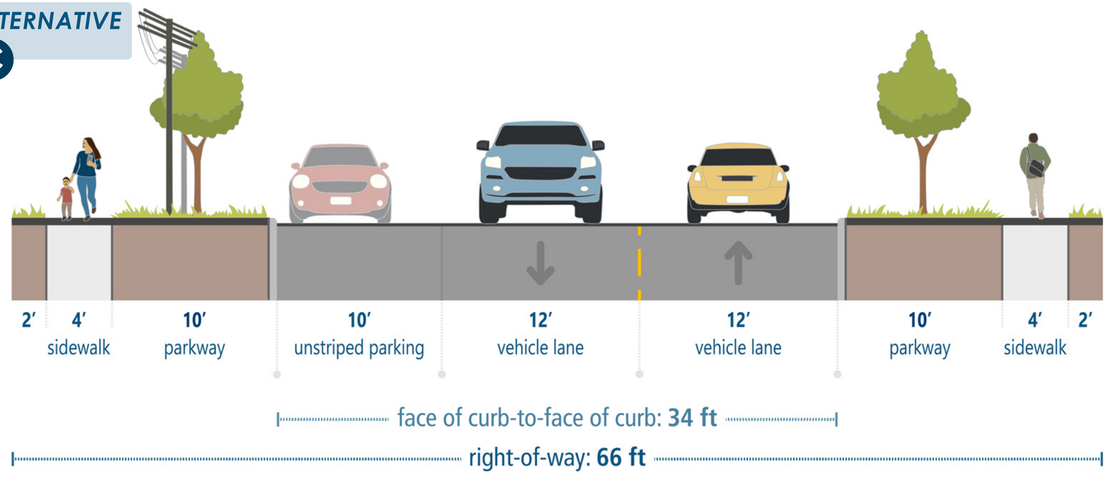


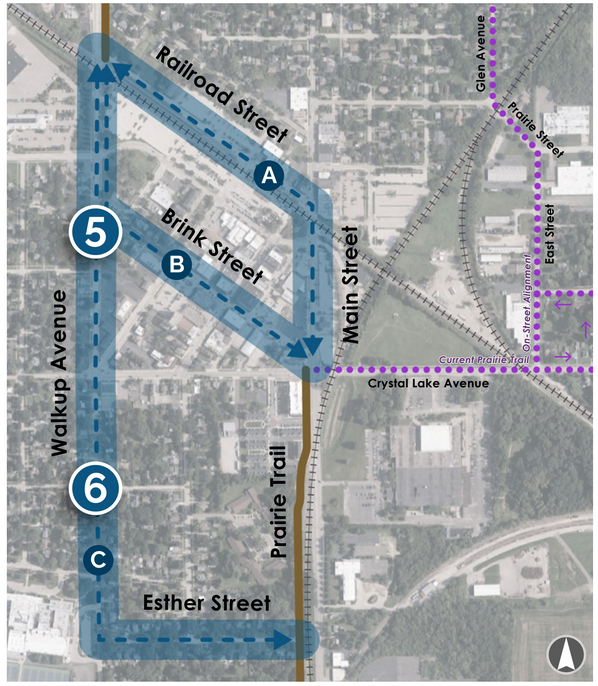
LOCATION 6

Franklin Avenue to Crystal Lake Avenue

(looking north)

ALTERNATIVE C







Walkup Avenue at Railroad Street



Walkup Avenue at Grant Street



Walkup Avenue at Crystal Lake Avenue/Grant Street



Walkup Avenue railroad crossing



Walkup Avenue at Esther Street

EXISTING CONDITIONS

MAIN STREET + ESTHER STREET

Prairie Trail Downtown Connections Study

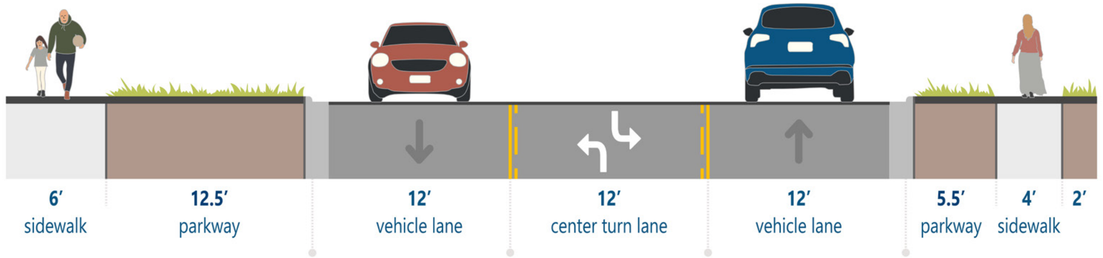
CITY OF CRYSTAL LAKE

LOCATION 7 ON MAIN STREET

Crystal Lake Avenue to Woodstock Street

(looking north)

ALTERNATIVE A



face of curb-to-face of curb: **36 ft**

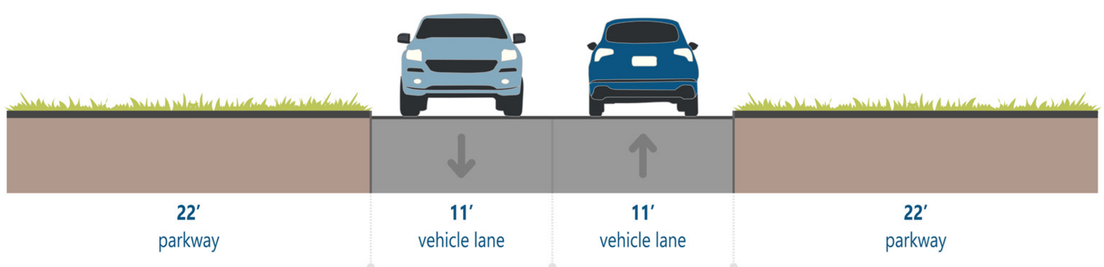
right-of-way: **66 ft**

LOCATION 8 ON ESTHER STREET

Walkup Avenue to the Prairie Trail

(looking west)

ALTERNATIVE C



pavement width: **22 ft**

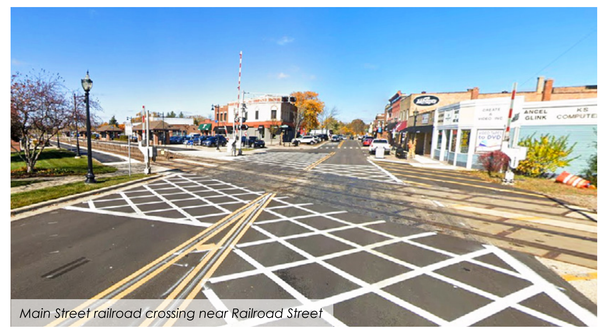
right-of-way: **66 ft**




Main Street at Crystal Lake Avenue/Brink Street


Main Street at Crystal Lake Avenue/Brink Street


Esther Street connection to the Prairie Trail


Main Street railroad crossing near Railroad Street


Esther Street at Walkup Avenue


Esther Street connection to the Prairie Trail

EXISTING CONDITIONS

HILLSIDE ROAD + PLEASANT HILL ROAD

Prairie Trail Downtown Connections Study

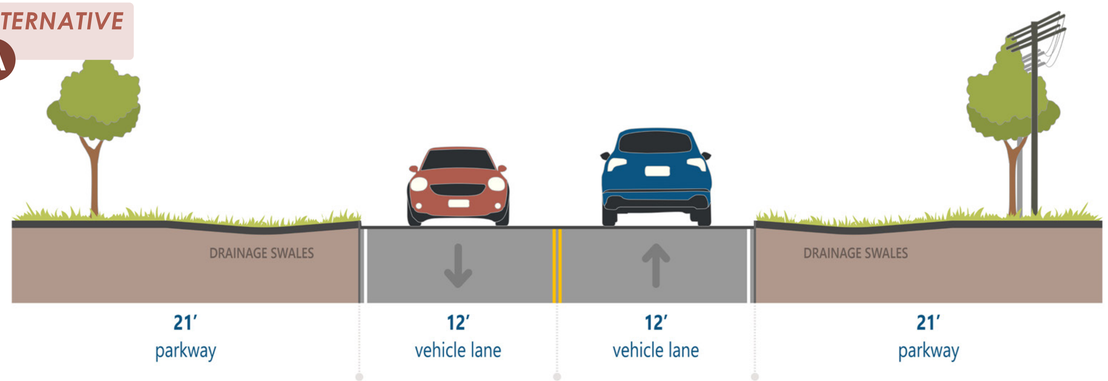
CITY OF CRYSTAL LAKE

LOCATION 9 ON PLEASANT HILL ROAD

Walkup Road to the Prairie Trail

(looking west)

ALTERNATIVE A

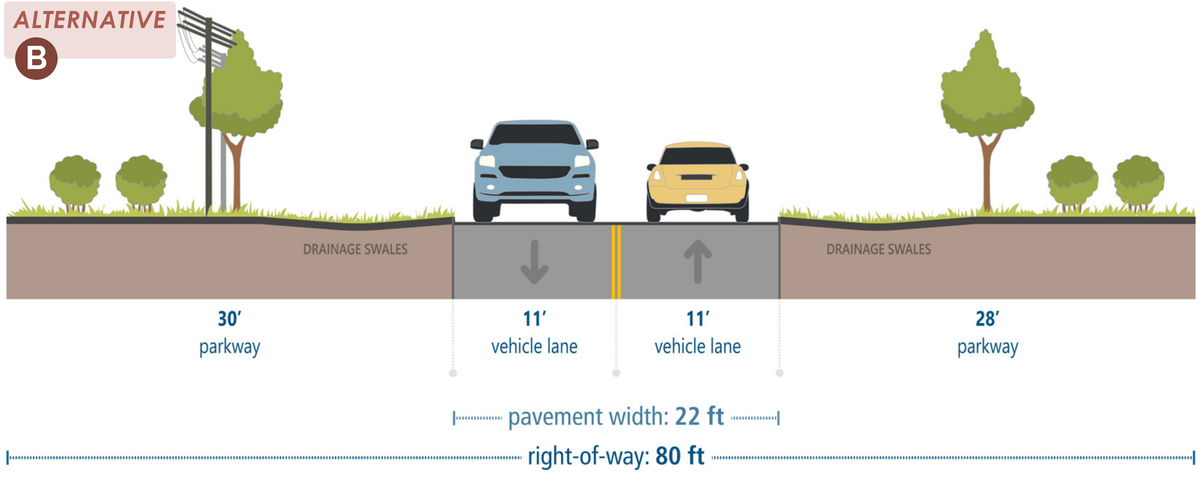


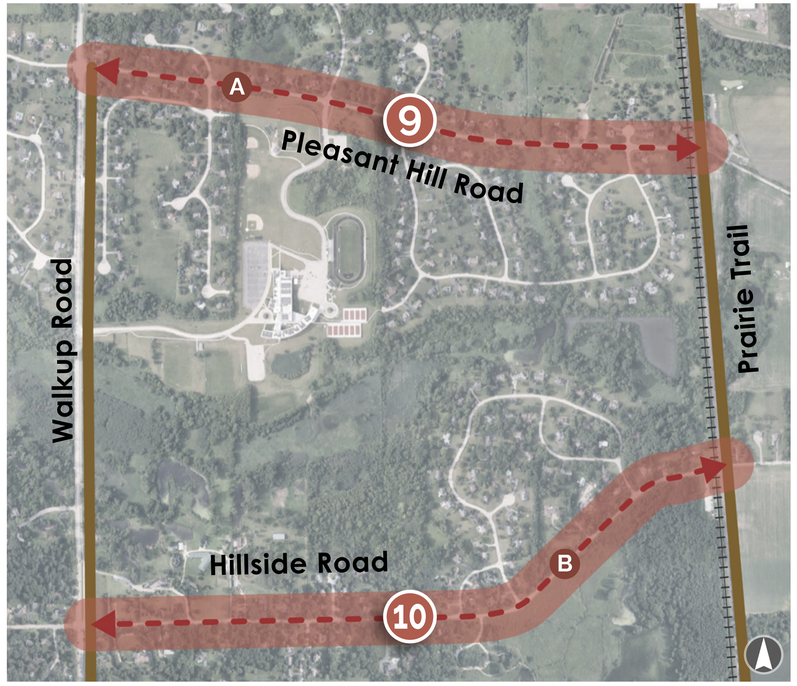
LOCATION 10 ON HILLSIDE ROAD

Walkup Road to the Prairie Trail

(looking west)

ALTERNATIVE B







Pleasant Hill Road approaching the Prairie Trail



Hillside Road at Walkup Road



Pleasant Hill Road connection to the Prairie Trail



Hillside Road near Flint Trail



Pleasant Hill Road near Dvorak Drive



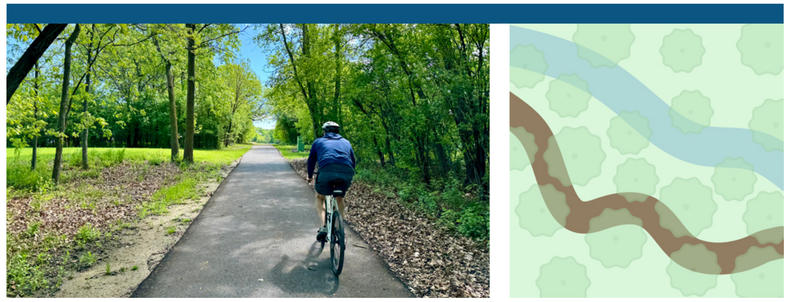
Hillside Road connection to the Prairie Trail

POTENTIAL BIKE FACILITIES

Prairie Trail Downtown Connections Study
CITY OF CRYSTAL LAKE

Shared-Use Paths

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

Sidepath



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

Bike Lanes

Striped Bike Lanes



- 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 between roadway

Contraflow Bike Lanes



- Dedicated lanes marked with paint that allow bicyclists to ride in the opposite direction of motorized traffic on a one-way street to reduce out-of-direction travel for bicyclists
- Recommended on low volume, low speed neighborhood streets

Buffered Bike Lanes



- Similar to striped bike lanes but paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane which provides extra comfort
- Typically suitable on streets and in areas similar to striped bike lanes but provides even more safety

Marked Shared Lanes



- Bicyclists ride on street with motorized traffic
- Lanes marked with "sharrows"
- Recommended on low volume, low speed neighborhood streets
- Near low-medium density with limited right-of-way or buffer between roadway

BIKE LEVEL OF COMFORT

Prairie Trail Downtown Connections Study

CITY OF CRYSTAL LAKE

BICYCLIST USER TYPE / LEVEL OF COMFORT

Interested But Concerned

- Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided
- Prefer off-street or separated bicycle facilities or quiet traffic-calmed residential roads
- May not bike at all if bicycle facilities do not meet needs for perceived comfort

Somewhat Confident

- Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be

Highly Confident

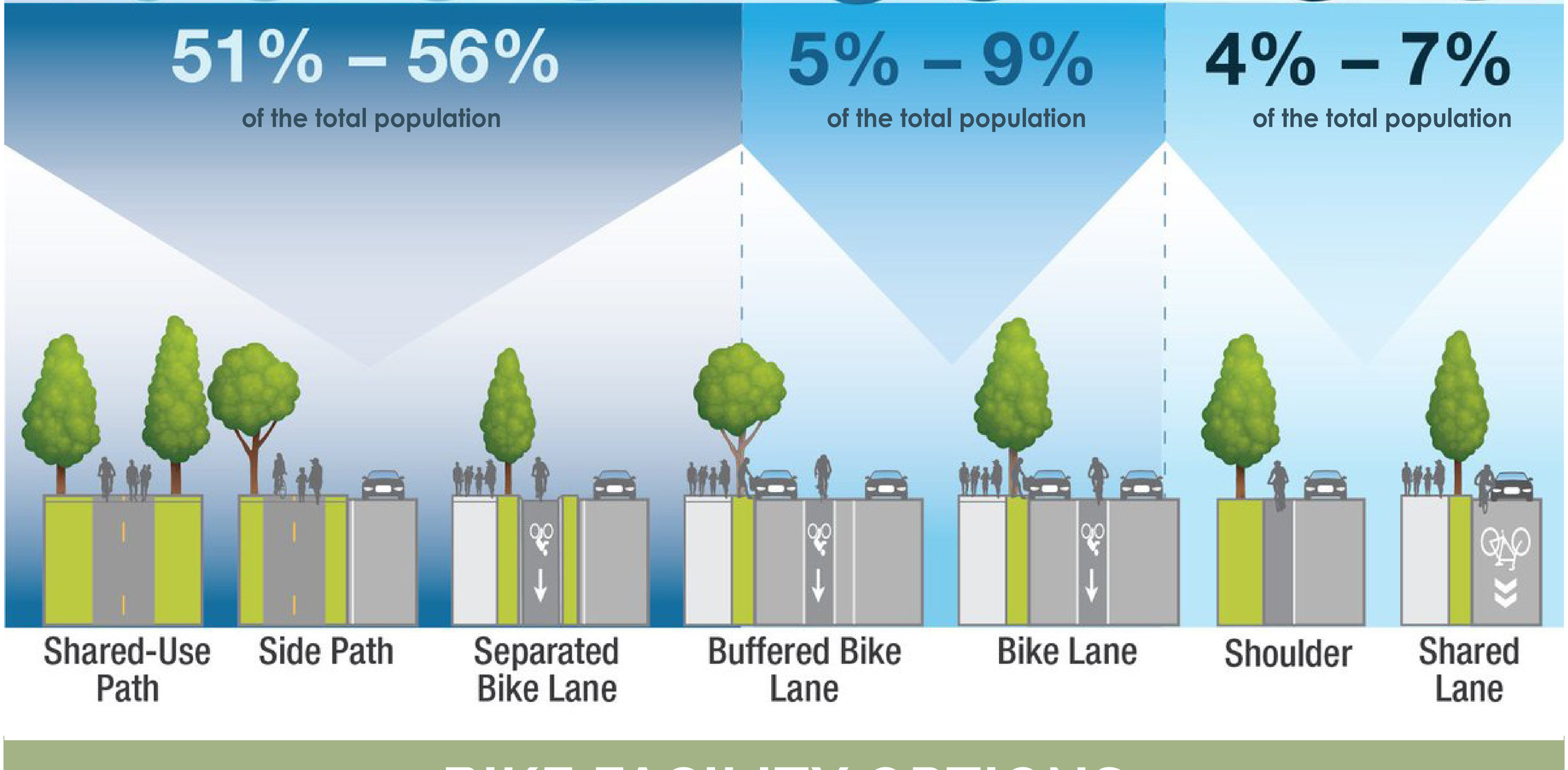
- Comfortable riding with traffic
- Will use roads without bike lanes



51% – 56%
of the total population

5% – 9%
of the total population

4% – 7%
of the total population



BIKE FACILITY OPTIONS

Note:

Percentages represent the level of comfort that people feel bicycling, according to peer-reviewed surveys as recently as 2016.

Sources:

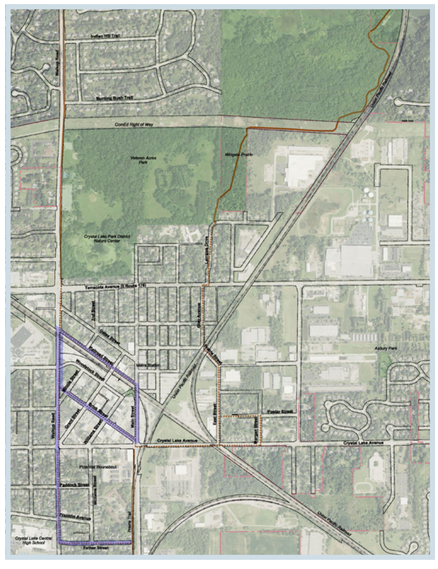
Federal Highway Administration (FHWA) Bikeway Selection Guide; Dill, J., & McNeil, N. (2016). Revisiting the Four Types of Cyclists: Findings from a National Survey. Transportation Research Record, 2587(1), 90-99.

WE WANT TO HEAR FROM YOU!

Prairie Trail Downtown Connections Study
CITY OF CRYSTAL LAKE

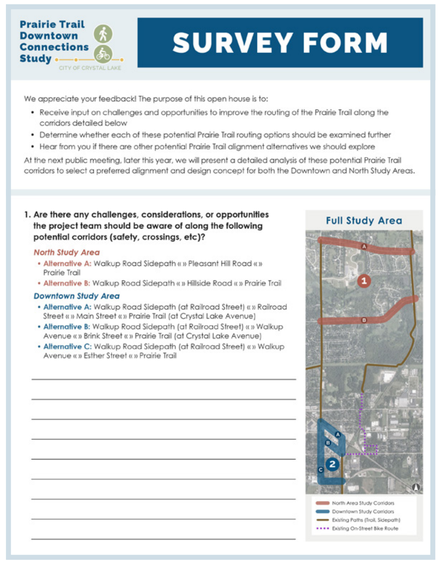
Opportunities to provide feedback and stay informed

Visit the station with large table maps



Complete a quick survey

Any questions, please ask one of the project team members



Prairie Trail Downtown Connections Study
CITY OF CRYSTAL LAKE

SURVEY FORM

We appreciate your feedback! The purpose of this open house is to:

- Receive input on challenges and opportunities to improve the routing of the Prairie Trail along the corridors detailed below
- Determine whether each of these potential Prairie Trail routing options should be examined further
- Hear from you if there are other potential Prairie Trail alignment alternatives we should explore

At the next public meeting, later this year, we will present a detailed analysis of these potential Prairie Trail corridors to select a preferred alignment and design concept for both the Downtown and North Study Areas.

1. Are there any challenges, considerations, or opportunities the project team should be aware of along the following potential corridors (safety, crossings, etc)?

North Study Area

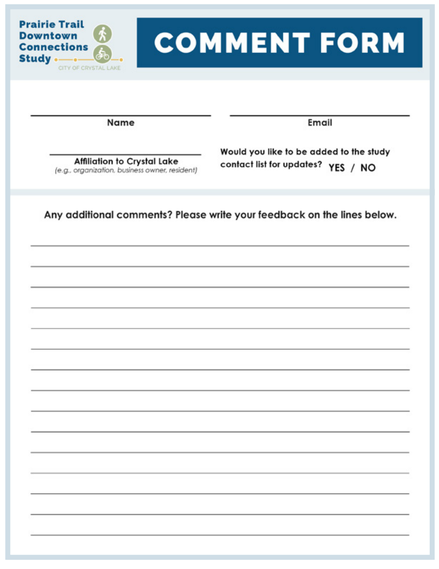
- **Alternative A:** Walkup Road Sidepath « » Pleasant Hill Road « » Prairie Trail
- **Alternative B:** Walkup Road Sidepath « » Hillside Road « » Prairie Trail

Downtown Study Area

- **Alternative A:** Walkup Road Sidepath (at Railroad Street) « » Railroad Street « » Main Street « » Prairie Trail (at Crystal Lake Avenue)
- **Alternative B:** Walkup Road Sidepath (at Railroad Street) « » Walkup Avenue « » Brink Street « » Prairie Trail (at Crystal Lake Avenue)
- **Alternative C:** Walkup Road Sidepath (at Railroad Street) « » Walkup Avenue « » Esther Street « » Prairie Trail

Full Study Area

Fill out a comment form



Prairie Trail Downtown Connections Study
CITY OF CRYSTAL LAKE

COMMENT FORM

Name _____ Email _____

Affiliation to Crystal Lake
(e.g., organization, business owner, resident) _____

Would you like to be added to the study contact list for updates? **YES / NO**

Any additional comments? Please write your feedback on the lines below.

Check out the study website

https://tinyurl.com/PrairieTrailConnectionsStudy

visit the link or scan the QR code

Next Steps: The project team will review your input, develop design concepts for study corridors, and share concepts at another open house this summer. Stay tuned for more information!