

Northwest Municipal Conference
Bicycle Plan



ACTIVE TRANSPORTATION
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Northwest Municipal Conference Bicycle Plan

Presented by Active Transportation Alliance, December 8, 2010

*The photos throughout this plan show some of the best examples
of bicycle facilities in the Northwest Municipal Conference area.*

COVER: Bike route signage in Arlington Heights

FACING: Bike lanes on JJ Schwab Rd. in Des Plaines



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Executive Summary

The Northwest Municipal Conference (NWMC) is a regional council of governments, consisting of 42 municipalities and one township—all in Cook, Lake, McHenry, Kane, and DuPage counties. The North and Northwest Suburbs have an extensive transportation system of expressways and arterials and are served by all three regional transit providers. Built into and alongside this network is a system of bicycle facilities planned by municipalities, forest preserves and counties. Individually, many NWMC members have prepared excellent plans and maps for facilities within their municipal boundaries. The members of the NWMC see the opportunity to connect these smaller sets of facilities into a larger regional network.

For many years, the conference's mayors have viewed bicycle planning as an important part of transportation planning, both as a mode of transportation and as a physical activity option. Various bicycle plans and maps have been prepared by the conference previously. In 2009, three important steps were taken to further elevate the profile of bicycle planning. First, as part of its transportation priority list, the NWMC included a bicycle corridor along Northwest Hwy. as one of its top five highest priorities. This signaled to regional and state leaders the conference's commitment to bicycle planning. Second, the existing ad hoc Bicycle Task Force was incorporated into the conference's official committee structure as the Bicycle and Pedestrian Committee. In its new role, the Bicycle and Pedestrian Committee makes recommendations to the conference's Transportation Committee, which in turn make recommendations to the NWMC Board. Finally, the conference hired the Active Transportation Alliance (Active Trans) to work with NWMC staff and the Bicycle and Pedestrian Committee to prepare this plan.

The goals of the plan, as set out by the Bicycle and Pedestrian Committee, were to produce a more detailed corridor analysis and an implementation strategy for regional bicycle facilities. Complementing these larger goals are recommendations for preparing local bike plans; creating bike safety, education, and encouragement programs; installing regional signage; and pursuing grant opportunities.

This plan represents the most detailed bicycle planning effort yet prepared by the conference. Building on previous bicycle planning work and relying on the hard work of the Bicycle and Pedestrian Committee, the Active Trans, municipal staff and elected officials, this document will act as a guide for planning and implementing bicycle facilities in the NWMC service area.

The plan is broken down into six major sections:

The introduction includes this executive summary and background on previous NWMC bicycle planning efforts with special focus given to the 2007 NWMC Bicycle Plan. The 2007 plan established a set of east-west bicycle corridors, but the plan was limited to Cook County and offered little in the way of implementation.

Chapter 1 outlines the 2010 Bicycle Plan planning process. Beginning in March 2010, the NWMC held ten regional bicycle planning meetings. Thirty-four of the conference's forty-three members actively participated in the planning process.

Chapter 2 offers recommendations and best practices. This chapter contains overall recommendations on regulatory and policy tools, bike racks, safety, education, encouragement, regional signage and grant seeking.

Chapter 3 focuses on the regional corridors and contains the quantitative corridor ratings. Additionally, this chapter contains the bicycle plan map and municipal snapshot maps.

Chapter 4 details implementation strategies for the identified regional corridors. In this chapter, the sixteen regional corridors are divided into three implementation tiers based on the ratings analysis in chapter 2. The NWMC supports implementation on each regional bicycle corridor. These tiers are presented to show which corridors had more positive attributes.

Chapter 5 is the plan's appendix, which provides an overview of the various types of bicycle facilities and their proper implementation.



The Des Plaines River Trail in Libertyville

Regional bicycle planning efforts began at the NWMC in 1996 and resulted in various maps and documents, mostly identifying missing linkages between municipal networks. Most recently, in 2007, the conference worked with T.Y. Lin International to prepare an update to previous bicycle planning efforts. Using funding from the Chicago Metropolitan Agency for Planning (CMAP), the main goal of the 2007 plan was to provide CMAP with an update of municipal bicycle plans consistent with their Bicycle Information System (BIS), which could then be included in the Regional Bicycle Plan. Work was done compiling data from various GIS formats and digitizing those plans which were only in visual or written formats. The 2007 plan has three main parts. The first part described the process by which the data was compiled and process. The second presented the regional destinations identified by the NWMC and regional corridors for future planning. The third compiled bicycle safety and education programs offered within municipalities in the NWMC.



A Solar Bike Shelter in Arlington Heights

B.I Accomplishments

The 2007 plan laid some important groundwork. It established a set of east-west bicycle corridors following major arterials and linking together the existing north-south regional trail system. It also provided a comprehensive update to existing bicycle facilities in a portion of the NWMC area and provided this information to CMAP. Finally, the 2007 update was instrumental in reviving interest in conference-wide bicycle planning and led to the establishment of a permanent Bicycle and Pedestrian Committee.

B.II Shortcomings

The 2007 plan was funded through a federal Unified Work Program (UWP) grant from CMAP, which only covered bike planning for the North Shore and Northwest Council areas of the NWMC, which are exclusively in Cook County. The NWMC stretches well beyond these two council areas, with members in Lake, McHenry, Kane, and DuPage counties. Therefore, almost half of the conference's membership was not included in the scope of the update. Plans from 30 of 49 NWMC members were incorporated into the BIS.

The plan also offered little in the way of implementation planning. While it identified preferred regional bicycle routes, the role of the conference, municipalities and other partner agencies in turning these corridors into bicycle facilities was not defined since this level of detail was beyond the scope of the grant. These two areas were of particular importance to the NWMC Bicycle and Pedestrian Committee as planning began for the 2010 Plan Update.



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2010 Bicycle Plan Planning Process

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1.1 Focus of the Plan: Regional Corridors



Elk Grove Blvd. bike route in Elk Grove Village

In November 2009, the NWMC contracted the Active Trans to update the conference's bike plan. Building on the initial work of the 2007 bike plan, the Bicycle and Pedestrian Committee identified a more detailed corridor analysis and an implementation strategy as the key goals of the plan update.

Starting with the regional corridors identified in the 2007 plan, Active Trans and NWMC staff worked with the Bicycle and Pedestrian Committee and bicycle planners from other NWMC communities to identify challenges and opportunities for each of the corridors. Since the 2007 plan focused solely on Cook County, a special effort was made to identify potential bike corridors in Lake and McHenry counties.

Although it is not the focus of this plan, the NWMC recognizes the importance of local bicycle and Complete Streets planning. One can view the regional bicycle corridors as the equivalent to the highway network for automobile traffic. The regional bike network requires arterials, connectors and local networks to increase the attractiveness of bicycle travel throughout the NWMC service area.

1.1.1 Regional Corridor Selection/Evaluation

While the 2007 plan identified desirable regional east-west bicycle corridors, the plan did little to address the feasibility and desirability of the corridors. Guided by municipal input, this plan provides a more thorough evaluation of potential corridors. The evaluation began by identifying the percentage of existing bicycle corridors in each corridor. Relying on local expertise, this plan identifies preferred routes within each corridor and identifies barriers to implementation. In addition, each corridor was evaluated on connectivity to regional destinations, trail networks and transit.

1.1.2 Regional Corridor Prioritization and Implementation

Equipped with the detailed knowledge gained through the corridor evaluations, the plan includes a three tier system of corridor prioritization. The tier one corridors are those with the highest regional impact and best opportunity to be implemented.

All sixteen corridors are priorities of the NWMC, and the plan recommends regional bicycle facilities on each of them; the plan categorizes those corridors with the highest potential for implementation in the first tier. Ultimately, implementation of these regional corridors will rely on local initiative and regional coordination.

The plan highlights specific implementation recommendations for the NWMC and member communities. This will include funding opportunities for corridor and project implementation and more municipal- and corridor-based planning work.

1.2 Outreach and Meetings

BEGINNING IN MARCH 2010, the NWMC held ten regional bike planning meetings. Upon completion and adoption of the plan, the planning process will have taken ten months to complete. The conference encouraged all NWMC members to participate in the bicycle planning process. Thirty-four of the conference's 43 members actively participated in the planning process.

Active Trans spent the early part of 2010 building a list of municipal bike contacts and cataloging local bike plans. **ON MARCH 16**, the NWMC held a kick-off meeting for the planning process, and invited all member municipalities to attend. Twenty members participated in the meeting where the NWMC and Active Trans outlined the planning process and shared the goals and objectives of the 2010 plan update. Municipalities shared current bike planning activities and how these efforts fit into the regional picture.

ON APRIL 20, the NWMC held its regularly scheduled Bicycle and Pedestrian Committee meeting. Active Trans provided an update on data collection and the effort to provide an updated regional bike map.

ON MAY 18, the conference held a meeting to reveal the initial results of the data collection effort conducted by Active Trans. The NWMC invited all conference members to attend the meeting. Active Trans reviewed the initial map and compared the existing, programmed and planned bicycle facilities to the regional corridors identified in the 2007 plan. At this meeting, Lake County municipal representatives noted that the corridors were currently limited to Cook County. Due to previous planning restrictions, the 2007 plan excluded NWMC members outside of Cook County. The NWMC staff recognized this issue and pledged to reach out to member municipalities outside of Lake County.

ON JUNE 15, the NWMC held its regularly scheduled Bicycle and Pedestrian Committee. The NWMC and Active Trans presented a draft of the corridor rating criteria. The NWMC and Active Trans developed the criteria to evaluate the feasibility of the corridors and for eventual corridor prioritization.

ON JULY 12, the NWMC conducted a meeting at the Vernon Hills Village Hall to meet with Lake and McHenry County municipal members. The meeting focused on the discussion of potential regional corridors in Lake and McHenry Counties. Representatives from 10 municipalities and two counties attended the meeting and identified six bicycle corridors to evaluate for Lake and McHenry County.

ON JULY 20, the NWMC hosted a series of individual corridors meetings. Twenty-nine NWMC members, plus representatives from four regional agencies, attended the meetings that focused on evaluating preferred routes within a corridor, major obstacles, benefits and significant destinations.

ON AUGUST 17, the NWMC held a bike planning meeting and Active Trans presented the preliminary corridor ratings. Following the meeting, NWMC staff distributed the draft ratings spreadsheet for review and input among municipalities.

ON SEPTEMBER 21, the NWMC held its regular Bicycle and Pedestrian Committee meeting. The conference invited all NWMC bike contacts to attend. The NWMC and Active Trans presented the draft corridor rating sheets and an updated map. In addition, NWMC staff presented a draft prioritization document, which categorized the corridors into three tiers based on their feasibility, benefits and connectivity. The NWMC posted the meeting documents to the NWMC website and sent a notice to all NWMC bike contacts. The conference accepted comments on the draft rating sheets and map until October 1. The conference accepted comments on the draft prioritization until October 8.

ON SEPTEMBER 30, NWMC staff presented the corridor rating sheets, regional map and corridor prioritization to the NWMC Transportation Committee.

ON OCTOBER 26, NWMC held a regular Bicycle and Pedestrian Committee meeting. The NWMC and Active Trans presented the final rating sheets, map and corridor prioritization. In addition, the NWMC and Active Trans presented various completed sections of the draft plan.

ON NOVEMBER 10 the NWMC distributed the draft plan for review.

ON NOVEMBER 16, the NWMC Bicycle and Pedestrian Committee reviewed the draft bike plan and recommended its approval by the NWMC Transportation Committee and the NWMC Board.

ON NOVEMBER 18, the NWMC Transportation Committee reviewed the draft bike plan and recommended its approval by the NWMC Board.

ON DECEMBER 1, the NWMC Executive Board reviewed and recommended approval of the draft bike plan by the full NWMC Board.

ON DECEMBER 8, the NWMC Board reviewed and adopted the 2010 NWMC Bicycle Plan.



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Overall Recommendations

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2.1 Best Practices: Non-Motorized Transportation Planning

Non-motorized transportation is an essential part of creating healthy communities, and the interdependence between transportation, land use, and the environment is supported by a national trend toward integrated planning and funding. In 2009, the federal government formed the Partnership for Sustainable Communities to represent the planning interests of the U.S. Department of Transportation (DOT), and U.S. Department of Housing and Urban Development (HUD), and the U.S. Environmental Protection Agency (EPA). These agencies are now coordinating funding and planning initiatives to ensure a greater impact of tax dollars in communities. Non-motorized planning and policy can secure transportation, housing and environmental funding.

Benefits of investing in non-motorized transportation facilities accrue to everyone. These benefits can be profound for individuals and families who do not have access to motorized transportation. Providing non-motorized transportation facilities gives this population access to essential goods and services.

Growth in population also requires a multifaceted approach to assure quality of life in urbanized areas. The Chicago Metropolitan 2020 Plan estimated that population growth in the Chicago region could result in one million additional cars in the area by 2030. CMAP's GO TO 2040 Plan aims to reduce the impacts of these trends through strategic transportation investment. The plan estimates that by 2040, the region will have 2.4 million new residents, but aims to maintain the current impact of congestion on the transportation system.

These regional trends demonstrate the need for the NWMC to implement best practices and support municipal members in implementing best practices. The following sections outline regulatory and policy tools that can help coordinate and implement new bike facilities. Special attention is given to Complete Streets policy, as this is a useful tool to build organizational support for the design of bicycle networks and facilities.

2.1.1 Regulatory and Policy Tools

Zoning, development and land use regulations

When municipalities require new developments to be accessible by foot, by bike and by transit, more people who use the facilities will engage in healthy, active transportation. Installing features such as pedestrian routes through parking lots and bike parking facilities make it easier for residents to get moving while getting around.

Some examples of zoning, development and land use policies that encourage active transportation:

- Require that new housing developments provide secure and convenient bike parking, much like the parking spaces required for residents' cars.
- Require that new retail developments provide pedestrian facilities like sidewalks that connect storefronts to the public right-of-way for safer accessibility on foot.
- Require that new industrial and office developments provide lockers and showers to encourage active transportation among employees.

Once municipalities adopt these regulations, the zoning and planning officials can develop regulations to promote accessibility, and establish compliance incentives and/or penalties.

Steps for evaluating and creating zoning changes:

- Analyze existing zoning.
- Identify improvements and draft appropriate language changes.
- Conduct community outreach workshops and brainstorming sessions.
- Develop procedures for implementation.
- Provide training for enforcement staff.

2.1 Best Practices: Non-Motorized Transportation Planning



A gazebo alongside a bike path in Rolling Meadows

Safe Park Zones

Under Illinois law, municipalities can set higher fines for speeding and disobeying traffic signals when children are using parks (the practice is similar to establishing Safe School Zones). Municipalities can fund infrastructure upgrades and park district pedestrian safety projects with revenue from these fines. Creating safe, accessible public parks spurs physical activity among residents by encouraging the use of recreation facilities and by making it easier for residents to visit the parks on foot and by bike.

Municipalities can use ordinances to establish Safe Park Zones on streets adjacent to parks. A good strategy is to post permanent warning signs. The municipality also can establish a code for Safe Park Zones violations and ensure that local police give priority to enforcing these zones. Municipalities may also want to create a funding transfer process to ensure that the park district benefits from the funds.

Resources: *Parks, Playgrounds and Active Living*, Robert Wood Johnson Foundation, www.activelivingresearch.org/files/Synthesis_Mowen_Feb2010.pdf

Steps to evaluate and create Safe Park Zones:

- Identify best places to designate as safe park zones.
- Draft initial safe park zone policy.
- Develop procedures for implementing policy.
- Provide training for municipal, park district and enforcement staff.
- Conduct community outreach workshops and brainstorming sessions.
- Manage the production and installation of safe park zone signage.

School Travel Plans

School travel plans analyze and develop solutions for physical and social barriers to walking and bicycling to school. Solutions may include new infrastructure, like sidewalks and crosswalks, as well as safety programming for students.

Drawing up a school travel plan up is an essential step in getting funding for programming and infrastructure that encourages biking and walking to school. In order for schools to receive federal Safe Routes to School funding through the Illinois Department of Transportation, the school must have a school travel plan. Active Trans coordinates the state-wide Safe Routes to School Network, and conducts workshops for schools on how to complete school travel plans and apply for Safe Routes to School funding.

Resources: IDOT Safe Routes to School application guidelines, <http://www.dot.state.il.us/saferoutes/SafeRoutesSchoolTravelPlanContent.aspx>

<http://www.dot.il.gov/saferoutes/saferouteshome.aspx>

Steps to create school travel plans:

- Create travel plans for schools and/or districts.
- Conduct community outreach workshops, brainstorming sessions and walking audits.
- Provide assistance with preparation of Safe Routes to School funding applications.

2.1 Best Practices: Non-Motorized Transportation Planning

Joint Use Agreements

Joint-use agreements between school districts and non-school organizations like park districts can be effective for sharing the use of facilities such as gyms and athletic fields. These arrangements promote the use of schools as community centers and reduce the need for larger school sites.

Joint-use agreements are formal agreements to share common space entered by a school or school district and another entity. This may involve a school opening up its facilities to community groups when school is not in session. For example, a church may use a school on Sunday, an afterschool program may use it on weeknights, and a baseball league on Saturday. In other instances, schools with limited facilities can enter into an agreement with a community partner like a municipal park to use a swimming pool, athletic fields, etc. Joint-use agreements help preserve land, save money, and may even generate revenue for a school if it charges for the use of its space.

When sharing use of space, schools are advised to carefully spell out terms of use and avoid informal agreements.

Resources: <http://www.nplanonline.org/childhood-obesity/products/nplan-joint-use-agreements>

Steps to create a joint-use agreement:

- Conduct a community needs analysis.
- Identify potential partners.
- Draft initial policy.
- Develop procedures for implementation.
- Conduct public outreach and workshops for municipal planners and school officials.

2.1.2 Model Complete Streets Policy

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. A Complete Streets policy ensures that transportation agencies routinely design and operate the entire right-of-way to enable safe access for all users: drivers, transit users, pedestrians, and bicyclists, as well as older people, children and people with disabilities.

Since control over roadways, roadway construction and maintenance often cross over multiple jurisdictions, implementing policies at various levels of government is a good way to ensure that all projects can be coordinated to meet the Complete Streets policy goals. Cook County currently has an executive order that supports Complete Streets. The State of Illinois, the City of Chicago and DuPage County also have policies in place. County and municipal Complete Streets policies can help to coordinate local planning with IDOT and county road planning efforts. The NWMC has a role to play in the regional coordination of the Complete Streets Policy implementation. Nationally, there are many other municipalities and counties that have supported and adopted Complete Streets policies. A complete list and other resources can be found at: www.CompleteStreets.org.

The NWMC should support a Complete Streets policy and consider adopting a policy at the conference level. Some reasons to support a Complete Streets policy:

- Transportation equity – The elderly, children and economically disadvantaged do not have access to private automobiles, and are frequently underserved by traditional mobility-based transportation planning.
- Choice and accessibility – Many people want to make the choice to use active transportation but the network currently undervalues this form of transportation.
- Safety benefits – Designing streets for bicycle and pedestrian access reduces vehicular conflicts and related crashes. Improved lighting can also reduce crime.
- Health benefits – Active transportation options are the best way to integrate exercise into daily activity. These facilities can help to reduce the effects of obesity and other chronic diseases like diabetes and heart disease.
- Environmental benefits – Human power is clean power. Complete Streets allow for the shifting of trips from single vehicle occupancy to non-motorized travel, directly reducing CO2 pollution.

2.1 Best Practices: Non-Motorized Transportation Planning

- Economic benefits – Many studies have shown a positive correlation between land value and trail adjacencies (the Monon Trail in Indianapolis, Ind. is one example). Additionally, the federal government has been taking steps to integrate bicycle and pedestrian planning into livability criteria for funding distributed from the EPA, DOT, and HUD.

Additionally, the NWMC should encourage member municipalities to adopt local Complete Streets policies. This means municipalities would commit to accommodating pedestrian and bicycle traffic in all new transportation projects whenever appropriate; this includes the design of new facilities and the improvement of existing facilities. Complete Streets infrastructure examples include: building sidewalks, striping bike lanes and designing streets for safer, slower vehicle speeds. To implement the policy, municipalities must ensure that planners and engineers are trained in the principles of Complete Streets design. Local non-motorized transportation plans should be created or revised to include the Complete Streets standards as defined by the State of Illinois and Cook County.

Whether adopted by ordinance or by executive order, Complete Streets policies are flexible, but far reaching within a given area of governance. They can refer to detailed guidelines, or be a simple statement of policy and related goals. Some key players to involve in creating a municipal policy include: The mayor or city manager, city council members, and municipal transportation planners and engineers.

Resources: Complete Streets Coalition’s guide to policy elements: <http://www.completestreets.org/changing-policy/policy-elements/>

Following accepted best practices, the NWMC should draft and adopt a Complete Streets policy and draft model local policy language to assist member municipalities. A good policy will support professionals and decision makers when integrating the needs of pedestrians, bicyclists, and transit riders into day-to-day transportation planning. A Complete Streets policy allows the NWMC to “build in” access to and from the network, creating overall safer streets and encouraging residents to leave the automobile parked, reducing car traffic throughout the NWMC. A complete street has no predefined facilities requirements, but rather supports planning initiatives and design processes.



A bike path in downtown Rolling Meadows



Using the bike rack on a Woodfield Trolley in Schaumburg

Much of NWMC's priority regional corridor network is controlled by IDOT, Cook or Lake County. To assist in coordination of improvements, the conference should partner with municipal agencies to integrate these corridors into local plans and encourage IDOT and county agencies to support bicycle improvements on these corridors. Success in some cases will take many years. The near-term recommendation is for the NWMC to immediately begin communicating with the counties and state its needs to better accommodate cyclists and pedestrians on the priority corridors. The NWMC should begin aggressively prioritizing the implementation of bike facilities on these corridors. It should use its influence as a regional planning organization to coordinate with county and state road improvement and maintenance priorities, and find opportunities to implement these recommendations with other agencies' projects.

2.3 Bike Racks



A bike rack in Arlington Heights

Throughout the NWMC region, install inverted-U or functionally similar parking racks at public buildings and parks, and on publicly owned property near businesses and multi-unit residences. Racks should be located within clear view of the destination's entranceway, and preferably as close as the closest motor vehicle parking space—no more than 50 feet away.

Initially, bike parking installation should focus on existing public buildings, schools, forest preserves and parks, and locations where cyclists are found to be underserved in terms of capacity, convenience or security.

Remaining rack installations should be driven by resident and merchant request. Racks should be installed on public property whenever feasible.

Communities within the NWMC benefit from adopting a bicycle parking ordinance that mandates new construction and development to include bicycle parking per NWMC specifications.

2.3 Bike Racks

Here's an example of how a municipal code may read. The following model language is excerpted from the Skokie municipal code:

Bicycle parking location and design.

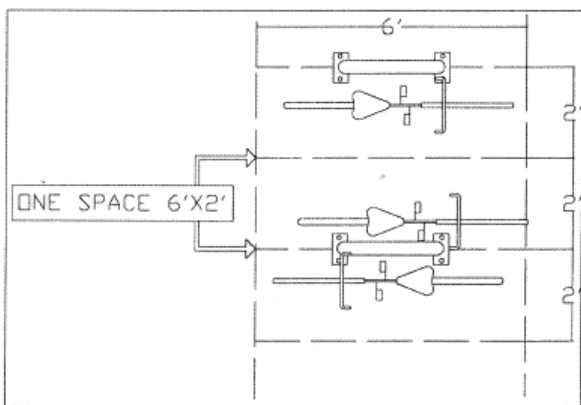
(a) The location of required bicycle parking spaces shall be located within 40 feet of a building entrance. If there is no such feasible location within 40 feet of a building entrance then an alternate location may be utilized with the approval of the Director of Community Development or designee.

(b) Directional signage shall be provided if the parking spaces are not readily visible from a building entrance.

(c) In the spaces provided, there shall be a bicycle rack(s) which will allow a bicycle to be secured in 2 locations on the frame. The style of said rack is subject to approval by the Director of Community Development or designee. The bicycle rack that is utilized must be installed per the manufacturer's specifications and the parking pad for the space shall be constructed of concrete.

(d) The minimum size for a single parking space is 2 feet by 6 feet, with a 5-foot wide access aisle, running parallel with the short side of the required spaces. A sidewalk adjacent to the space may serve as the access aisle.

(Ord. No. 05-9-C-3383, § 7, 9-6-2005)



Sec. 118-222. - Required number of bicycle parking spaces.

(a) Bicycle parking shall be required for all new construction or when a change in use results in the requirement for additional off-street motor vehicle parking.

(b) The minimum number of required off-street bicycle parking spaces shall be determined as a percentage of the required number of off-street motor vehicle parking spaces listed in Section 118-218, according to the following use categories.

(1) Residential and lodging uses. Residences within transit oriented developments (TODs) shall provide bicycle parking spaces equivalent to 15 percent of motor vehicle parking requirements with a minimum of 1 space. Multifamily residences not in TODs and all other uses shall provide 10 percent of motor vehicle parking requirements with a minimum of 1 space. Detached, duplex, 2-unit multifamily, and townhouse residences shall be exempt from bicycle parking requirements.

(2) Schools, places of worship, institutions, auditoriums and other places of assembly. The minimum number of bicycle parking spaces required is 5 percent of motor vehicle parking requirements, with a minimum of 1 space. Schools shall provide a number of spaces equal to 10 percent of the number of students.

(3) Recreational uses, commercial or noncommercial. The minimum number of bicycle parking spaces required is 10 percent of motor vehicle requirements, with a minimum of 3 spaces.

(4) Business (office), commercial (retail) and industrial uses. The minimum number of bicycle parking spaces required is 5 percent of motor vehicle parking requirements, with a minimum of 1 space.

(5) Uses in B4 Regional Shopping district. The minimum number of bicycle parking spaces required is 5 percent of motor vehicle parking requirements.

(6) Other uses. Bicycle parking spaces for other permitted uses not listed in subsections (1) through (4) of this section shall be provided in accordance with requirements designated by the Skokie Plan Commission and, in the case of special uses, as recommended by the Skokie Plan Commission and adopted by the Mayor and Board of Trustees.

(c) Where the motor vehicle parking requirements are determined by the Plan Commission, the Commission shall also determine bicycle parking requirements.

(d) The required bicycle parking spaces for a multi-tenant commercial or industrial development may be combined at one location on the site provided that the total number of spaces is not less than the required sum for the combined square footage of all of the tenants, and the location is within 200 feet of each tenant entrance. If space is not available on a site to provide the required number of bicycle parking spaces, the Director of Community Development or designee may determine that fewer or no spaces be provided.

(Ord. No. 05-9-C-3383, § 8, 9-6-2005)

2.4 Safety/Education/Encouragement

Bicycle & Pedestrian Safety Education

The NWMC should partner with regional bicycle education instructors to train and encourage the public to bike and walk more and to do so safely. Instructors provide face-to-face demonstrations to youth, teens and adults at community events and special programs. Instructors can work with partners in the community to identify and address local transportation safety concerns.

Safe Routes to School

The NWMC Bicycle and Pedestrian Committee should support member municipalities in organizing Safe Routes to School teams at local schools that involve stakeholders such as parents, police and public works officials. These teams, once established, should assess improvements needed to the physical walking and biking environment and determine the encouragement, education and enforcement solutions that will increase the number of children walking and biking. Bicycle safety programs should be considered at all schools. The NWMC Bicycle and Pedestrian Committee should encourage schools to develop a regular and sustainable bicycling education programs. The NWMC and local schools could partner with Active Trans for necessary Safe Routes training, facilitation, resources and materials. Active Trans offers training for local committees, curriculum for integration into school lesson plans, and a biking and walking encouragement activity guide to assist with encouragement programs. The Illinois Department of Transportation and Safe Routes programs can also provide safety education materials to reinforce bike safety messages.

Law Enforcement

Enforcing traffic laws that improve the safety of bicycling is another important part of achieving a safe and comprehensive bike system. Police officers are best equipped to respond to bicycle safety and enforcement issues when appropriate training has been provided and local ordinances provide clear, reasonable guidance on enforcement issues.

The NWMC should support local police departments in providing introductory and ongoing trainings on enforcement of the traffic laws that create a safe bicycling environment. Providing such trainings at a central location would be a great way to reach many departments with one coordinated training event. The curriculum should include:

- Rules of the road for bicyclists
- Illegal motorist behaviors that endanger bicyclists
- Most dangerous types of bicycling behaviors
- Most common causes of bicycle crashes
- Importance of reporting bicycle crashes
- Importance of investigating serious bicycle crash sites
- Best ways to prevent bicycle theft
- Advantages to policing by bicycle
- Transportation, health and environmental benefits of bicycling

The NWMC should encourage municipalities to designate a police liaison to communicate with the bicycling community, coordinate bicycle safety and enforcement training to the department, and provide updates to the NWMC Bicycle and Pedestrian Committee.

In consultation with the police liaisons, the NWMC Bicycle and Pedestrian Committee could make recommendations to NWMC municipalities on ways to adapt and amend ordinances for the purpose of promoting and enforcing a safe environment. The Active Trans can provide training and resource materials.

2.4 Safety/Education/Encouragement



Car-Free Day in Skokie

Mobility Education Campaign

Many bicyclists and motorists do not know or understand the rules of the road for cyclists. Educating these groups on the rules will create a safer environment for everyone.

The NWMC can assist municipalities in distributing bicycling information:

- Arrange for bicycle information to be reprinted and/or distributed by partner agencies, utility companies and the private sector
- Include information with utility bills or parking sticker renewals
- Partner with local bike shops to distribute publications
- Partner with local doctors and local/state public health agencies to distribute information on the health benefits of cycling
- Encourage municipalities to engage high schools to develop materials and distribute information to the student body

Bicycle Map

A regional bicycle map update can encourage bicycle use by promoting existing on-street bicycle routes and identifying bicycle-friendly routes to important and popular destinations like parks, schools, libraries, forest preserves and business districts. Copies can be mailed to residents in summer and included in new resident packets. Consider private sector sponsorship for printing the map.

The NWMC can work with municipal agencies like public works departments and the chambers of commerce to design and publish free bicycle maps each spring that includes recommended street routes.

Bike to Work Week

Bike to Work Week gives bicycle commuters and non-commuters alike the chance to learn more about traveling by bicycle. This is a regional promotion coordinated by Active Trans that is free and easy to participate in. Participating agencies and businesses encourage employees to bike all or part of their commutes during Bike to Work Week. Bicycle commuting enables office workers to fit regular exercise into their busy, but often sedentary, work routines. People who exercise, including walking or biking to work, are healthier and more energetic. This translates to employer cost savings: greater productivity, less sick leave time, fewer worker compensation claims, and lower overall health care costs.

The NWMC can work with municipal park districts to create encouragement and education programs that challenge business and public agency employees to bicycle to work.

Shop by Bike

Shop by Bike programs encourage residents to take their bikes on short errands to local shops, which help add physical activity to residents' daily routines, relieves parking issues, and supports local businesses. With Shop by Bike, retailers offer discounts and/or promotions for shoppers on bike. The Bicycle Advisory Committee should pursue partnerships with the retailers and restaurants to encourage shopping by bike in the NWMC region. Bicycle education instructors should offer Shop by Bike classes twice yearly and educate merchants on the advantages of attracting and accommodating bicycle-riding customers and staff. Adequate bicycle parking is an important prerequisite for a successful Shop by Bike program; bicycle parking needs should be assessed before the program begins. Temporary bicycle parking, provided through portable bicycle racks or by roping off monitored bicycle corrals, can be sufficient for special events.

2.4 Safety/Education/Encouragement

Car-Free Day

Car-Free Days are fun events that promote car-free travel for local errands and trips. Programming can include:

- Closing three to four streets to car traffic, and perhaps creating a rectangular network providing access to all parts of a city's downtown
- Inviting merchants to offer special discounts to participants
- Offering bicycling classes leading up to the event through a bicycling ambassadors program

The NWMC Bicycle and Pedestrian Committee can work with several partner agencies, including municipal park districts, police departments and public works departments to designate one day each year for special programming that encourages residents to bike or walk for local trips.

Bicycle Fleets

Encouraging NWMC staff and municipal staff to use bicycles for work travel can be considerably cheaper and often more effective than using automobiles. Employees will have better contact with residents in the neighborhoods. Using bicycles for work also improves employee health and fitness. Using bicycle safety instructors, NWMC should offer annual classes for member municipality employees covering basic bike safety, simple roadside maintenance, and commuting/carrying by bike. These classes will also provide a benefit to NWMC staff.

Bicycle Sharing Program

A bicycle sharing program like the B-Cycle bike share program recently launched in downtown Chicago will encourage bicycle use for short-term transportation and recreation around the in the region, and could be a draw for visitors as well. Patrons can check out bikes from automated kiosks. A credit card or debit card is usually required as a deposit. There is commonly no charge for the first 30 minutes, and a nominal charge is applied after that. The costs for the program are covered by a combination of sponsorship, advertising and user fees.

The NWMC Bicycle and Pedestrian Committee should work to secure a vendor to manage a bike sharing program located at the commuter rail stations and regional destinations.

2.5 Regional Signage



The entrance to Busse Woods Forest Preserve in Elk Grove Village

Bicycle Network Signage

Use accepted standards for bicycle route signage that identifies the bicycle network and communicates at destination, distance and direction. A regional signage network that focuses on wayfinding for selected regional destinations and the regional priority corridors can work well with municipal signage. Municipal signage can focus on low traffic residential and collector streets that, when combined with bicycle route signage, can become a solid basis for local bike circulation. NWMC regional signage can focus on improving arterial streets on the recommended network to improve multi-jurisdictional connectivity to expand the travel choices for bicyclists. Appropriate signage on these streets provides useful service to experienced riders and normalizes the presence of cyclists for the thousands of drivers who use the routes daily. This plan recommends signing the regional corridors as a near-term priority.

Awareness Signage

The NWMC should create and install “gateway” signage that utilizes “emotional intelligence” tactics to influence and set expectations for driver behavior. Emotional intelligence messages have proven to positively affect human behavior in many settings worldwide. The signs should be focused on placemaking at regional destinations. Signs will help indicate the areas that are prioritized for pedestrians and cyclists.

These signs are not a substitute for bicycle accommodations through good road design. But well-crafted signs can bring modest improvements in road-sharing behavior and will visibly remind residents, who often utilize all modes of travel, of the important role bicycling can play in creating livable communities.

Traffic Signal Pavement Detector Signs

Place consistent markings at signalized intersections utilizing vehicle detector loops to show cyclists where to place their bike for the loop to detect. Where detector loops in the pavement are used, consistent markings showing where to position a bicycle help increase bicycle awareness and improve service to bicyclists. Bicycle detection should be considered when replacing or installing detector loops. The proposed NWMC priority regional corridors incorporate key signalized intersections at high-traffic cross-streets to help cyclists cross more safely, quickly and conveniently. Some traffic signal loop detectors will not detect a bicyclist regardless of the bike’s position. These loop detectors should be adjusted within reasonable limits to detect most cyclists and should also be a near term priority.

2.6 Grant Seeking

2.6.1 ITEP

Illinois Transportation Enhancement Program

The Illinois Transportation Enhancements Program (ITEP) is administered by IDOT. ITEP funds bicycle and pedestrian facilities, traffic-calming strategies, bicycle education programs, and transportation-related beautification and restoration projects. It is an annual program, with inconsistent award cycles and calls for projects. ITEP requires 20 percent local matching funds. Program information: www.dot.il.gov/opp/itep.html.

2.6.2 CMAQ

Congestion Mitigation and Air Quality Program

The Congestion Mitigation and Air Quality program (CMAQ) is an annual program administered by the Chicago Metropolitan Agency for Planning that funds transportation facilities and programs. It focuses on programs that improve air quality through the reduction of motor vehicle use. CMAQ requires 20 percent local matching funds. Program information: www.cmap.illinois.gov.

2.6.3 STP

Surface Transportation Program

Surface Transportation Program (STP) assists municipalities with local surface transportation improvements to federally authorized urban (FAU) routes. Programmed annually, STP can be used for constructing on-street bicycle facilities and traffic calming strategies on FAU routes, pedestrian facilities, off-street multi-use trails and bicycle parking. This program is administered by the mayors conferences. In the NWMC, these funds are managed by the Northwest and North Shore councils of mayors. STP funds can be used to prioritize funding of the projects outlined in this plan. STP typically funds up to 70 percent of project costs.

2.6.4 IDNR

Illinois Department of Natural Resources

Illinois Department of Natural Resources Bike Path Grant Program provides grants for the creation of bike paths. The program also prioritizes projects that involve land acquisition, tie into a trail network, provide a linear trail connection, are identified in bikeway plans, provide quality bike facilities, have minimal adverse impact, are new facilities, are scenic, demonstrate maintenance capacity, and have not received other federal/state funding. The program's matching funds are not to exceed 50 percent of the required local match or \$200,000, per successful application. The applications for the funding cycle are due on March 1st of each year. Program information: dnr.state.il.us/ocd/newbike2.htm.

2.6.5 HSIP

Highway Safety Improvement Program

Highway Safety Improvement Program (HSIP) is an annual grant program administered by IDOT. The program allocates funds to projects that propose solutions to correct a documented history of crashes involving serious injuries. These funds are available for all transportation projects, including bicycle and pedestrian improvements. Funds are allocated at a 90 percent level, with a 10 percent local match. Funding covers all phases of engineering, construction, and implementation, and it is available for educational activities.

2.6.6 GCPF

Grade Crossing Protection Fund

The Grade Crossing Protection Fund (GCPF) is an annual grant program administered by the Illinois Commerce Commission (ICC) and appropriated by IDOT. The fund was created to assist local jurisdictions in paying for improvements at highway-railroad crossings of local streets. Funds are typically allocated at 60 percent for grade separations and 85 percent for warning devices. Funds are only available for local projects.

2.6.7 Energy Efficiency Grants

Illinois Department of Natural Resources

The U.S. Department of Energy (DOE) and U.S. Environmental Protection Agency (EPA) offer grants to improve energy efficiency. Although these programs have a broad scope, some bicycle and pedestrian improvements and activities may qualify for funding. These programs can be monitored to ensure that all opportunities for funding are being explored.

2.6.8 Other

Local and County Funding

Many of the federal- and state-managed funding sources require local match funds. Coalitions can be built between jurisdictions with the support of county government to prioritize the network and garner the support of funding agencies. The ability to show local capacity to supply matching funds will help support applications for the above mentioned programs. These partnerships should be formed in advance. This plan provides details about the agencies that need to partner on the implementation of each of the NWMC regional priority corridors.



3

Regional Corridor Recommendations

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3.1 Ratings Overview



The Prairie Lakes Trail Des Plaines

The 2007 NWMC Bike Plan prioritized the identification of east-west regional corridors because a handful of good north-south regional trails already exist in the NWMC service area. The Fox River Trail (Prairie Trail in McHenry County) marks the westernmost North Shore bike path. The Des Plaines River Trail splits the NWMC service area, beginning south of Park Ridge and continuing north to the Wisconsin border. The North Branch Trail follows the path of the North Branch of the Chicago River and runs from Devon Ave. to the Chicago Botanic Garden on the border of Lake and Cook counties. Finally, a collection of bike paths (North Shore Channel Trail, Green Bay Trail and Robert McClory Trail) mark the easternmost north shore corridor identified as the Lakefront Corridor on the NWMC Bicycle Plan Map. This plan identifies these existing north-south bike paths as regional bicycle corridors. These regional corridors are mostly complete and therefore do not warrant the same evaluation and attention as the other planned corridors.

The NWMC Bicycle and Pedestrian Committee developed a ratings system to present information about each of the corridors and assist with project evaluation and system context. The ratings system can be used as a reference during project implementation. Additionally, this information formed the basis for the development of priority tiers discussed in Chapter 4. This information provides a quick corridor-wide reference for municipal and conference efforts to seek funding for particular segments within the corridor.

The NWMC Bicycle Task Force identified the following indicators:

- How many municipalities are involved? – Provides the number and list of municipalities that the corridor spans.
- How many member municipalities involved? – Provides the number and list of NWMC member municipalities that the corridor spans. Additionally, provides a percentage of members to non-member municipalities.

3.1 Ratings Overview

- Percent of corridor existing – Provides the percent of each corridor that is actually already built and can be utilized today as an anchor in the regional system.
- Percent of corridor programmed – Provides the percent of each corridor that is currently programmed for funding. This could be either in a local capital improvement plan or in the regional Transportation Improvement Plan (TIP).
- Percent of corridor planned – Provides the percent of each corridor that is included in an adopted local or regional plan.
- Percent of corridor future – Provides the percent of each corridor that has been evaluated in a visioning/planning process, but may not yet be included in an adopted plan.
- Percent of corridor unknown – Provides the percent of each corridor that is “unknown.” In these cases, segments in the bike plans that were evaluated cannot be categorized as existing, programmed, planned, or future due to lack of information.
- New NWMC recommendation? (yes/no and percent) – Provides the percent of each corridor that has been newly identified by this planning process. In most cases, these sections of the corridors link gaps between two previously planned or existing corridors.
- Connectivity to regional destinations (good/fair/poor) – Provides a qualitative assessment of the corridor’s connectivity to the regional destinations identified by the task force and lists the destinations that fall within one-half mile of the corridor.
- Connectivity to trail networks (good/fair/poor) – Provides a qualitative assessment of the corridor’s connectivity to the regional trail network and lists the trails or trail systems that the corridor intersects.
- Direct access to/from rail and bus transit (good/fair/poor) – Provides a qualitative assessment of the corridor’s connectivity to the transit system and lists the stations that fall within one-half mile of the corridor, as well as the bus and train lines that the corridor intersects.
- Directness (good/fair/poor) – Provides a qualitative assessment of how direct the corridor is between its termini. Corridors that follow straight paths rank higher than corridors that weave.
- Barriers – Provides a list of the significant barriers that prevent bicycle connectivity along the corridor.
- Does the project address a significant barrier or interstate highway crossing – Provides a list of the significant improvements that have already been constructed to create bicycle connectivity along the corridor.



Rolling Meadows - Footbridge from other side

3.1 Ratings Overview

The table below summarizes the results of the ratings system. Individual corridor snapshots are presented in the following section.

Corridor Information	ComEd		Depot/IL 173		Deerfield Road		Dundee Road		Elgin-O'Hare		Everett/Old Elm	
How many municipalities involved? (number)	1		4		6		11		8		4	
How many member municipalities involved? (number and percent)	1	100%	1	25%	4	67%	8	73%	2	25%	3	75%
Percentage of corridor existing	32%		19%		55%		20%		7%		16%	
Percentage of corridor programmed	36%		0%		0%		0%		0%		0%	
Percentage of corridor planned	0%		9%		15%		32%		71%		47%	
Percentage of corridor future	0%		0%		0%		0%		0%		0%	
Percentage of corridor unknown	0%		0%		0%		2%		0%		0%	
New NWMC recommendation? (yes/no and percent)	Yes	31%	Yes	72%	Yes	30%	Yes	46%	Yes	22%	yes	37%
Connectivity to regional destinations (good/fair/poor)	Poor		Poor		Poor		Good		Poor		Poor	
Connectivity to trail networks (good/fair/poor)	Fair		Fair		Good		Good		Poor		Fair	
Direct access to/from transit — rail and bus (good/fair/poor)	Poor		Good		Good		Good		Fair		Good	
Directness (good/fair/poor)	Good		Fair		Fair		Good		Good		Fair	
Barriers			I-94				IL-53, DPR to I-294				MD-N train tracks (Lake Forest)	
Does the project address a significant barrier or interstate highway crossing					DPR, Skokie Hwy, I-94						I-94	

3.1 Ratings Overview

	Fairfield/ Quentin		Glenview/ Central/ Algonquin		Golf Road		Higgins Road		Howard/ Sibley		Irving Park		North Shore/ Millennium		Northwest		Skokie Valley		Willow Road	
	9		12		13		5		6		6		9		11		13		8	
	5	56%	9	73%	12	92%	3	60%	6	100%	4	67%	2	22%	9	82%	9	69%	8	100%
	60%		45%		36%		42%		65%		49%		56%		10%		36%		5%	
	0%		2%		4%		3%		6%		0%		0%		7%		11%		0%	
	40%		25%		23%		52%		15%		20%		44%		50%		14%		81%	
	0%		19%		4%		0%		3%		0%		0%		3%		39%		10%	
	0%		0%		0%		0%		1%		0%		0%		0%		0%		0%	
	No	0%	Yes	9%	Yes	33%	Yes	3%	Yes	10%	Yes	31%	No	0%	Yes	30%	No	0%	Yes	4%
	Good		Good		Good		Good		Fair		Fair		Good		Good		Good		Fair	
	Good		Good		Good		Good		Good		Fair		Good		Fair		Good		Good	
	Good		Good		Good		Good		Fair		Fair		Good		Good		Good		Fair	
	Fair		Fair		Good		Fair		Fair		Poor		Fair		Good		Good		Good	
	I-90		RR viaduct OCC		RR viaduct OCC, I-294, I-290		I-90 (2)		I-294, I-94, DPR		EJ&E tracks				S curve, AH to IL-53				I-94, I-294, RR	
	I-90		I-94		I-94, I-294		I-290				I-290									

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: ComEd Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	1			<i>Crystal Lake</i>
How many member municipalities involved? (number and percent)	1	100%		
Percentage of corridor existing		32%		
Percentage of corridor programmed		36%		
Percentage of corridor planned		0%		
Percentage of corridor future		0%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		31%	No	
Connectivity to regional destinations (good/fair/poor)			Poor	
Connectivity to trail networks (good/fair/poor)			Fair	Prairie Trail Extensions, Walkup Rd.
Direct access to/from transit — rail and bus (good/fair/poor)			Poor	Pace - 806, Pace - 808, Metra - Northwest
Directness (good/fair/poor)			Good	
Barriers				
Does the project address a significant barrier or interstate highway crossing				

ComEd

This corridor serves to connect the Northwest Corridor and the Fox River to McHenry Community College. It spans the northern section of Crystal Lake. It does not connect to a Metra stop or come within one-half mile of a Metra stop, but it does cross the Northwest Metra line and can be used as a connector. The corridor offers reasonable connections to the local and regional trail network, and no notable existing barriers that impede its development. The corridor is 32 percent existing and 36 percent programmed. It is recommended that the 31 percent that is newly recommended by the NWMC become a priority in the Crystal Lake bikeway system.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Deerfield Road Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	6			<i>Buffalo Grove, Riverwoods, Deerfield, Highland Park, Long Grove, Palatine</i>
How many member municipalities involved? (number and percent)	4	67%		
Percentage of corridor existing		55%		
Percentage of corridor programmed		0%		
Percentage of corridor planned		15%		
Percentage of corridor future		0%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		30%	Yes	
Connectivity to regional destinations (good/fair/poor)			Poor	Jensen Forest Preserve
Connectivity to trail networks (good/fair/poor)			Good	Buffalo Creek, Buffalo Grove, Sunset Woods, Skokie Valley, Des Plaines River, FPDCC, Cook County trails
Direct access to/from transit — rail and bus (good/fair/poor)			Good	Metra - UP-N - Highland Park, Pace - 471, Pace - 472, Pace - 473, Pace - 213, Metra - MD-N - Deerfield, Pace - 628, Pace - 576, Pace - 632, Pace - 622, Pace 234, Pace - 272, Pace - 626, Metra - NCS - Buffalo Grove, Pace - 556 Metra stations - Highland Park, Deerfield, Buffalo Grove
Directness (good/fair/poor)			Fair	
Barriers				
Does the project address a significant barrier or interstate highway crossing				Bridges across Skokie Hwy. and the Des Plaines River, bicycle facilities across I-94

Deerfield Road Corridor

This corridor makes the connection between the Lake Michigan shore and the Jensen Forest Preserve. It serves as a prominent east-west connection that crosses through six municipalities (four of which are NWMC members). The corridor directly connects with three Metra stations in Highland Park, Deerfield, Buffalo Grove, and is well serviced by Pace routes. The corridor also is well connected to the regional trail network. Currently, Lake County is constructing a bicycle and pedestrian bridge over the Des Plaines River to address the corridor's main connectivity barrier and improve its function as a regional bicycle connection; additionally, improvements have already been made across Skokie Hwy. and I-94. The corridor is 55 percent existing, and 15 percent planned. The 30 percent that is newly recommended by the NWMC are located primarily in Highland Park and Deerfield. It is recommended that this corridor be prioritized within local bicycle systems.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Depot/IL 173 Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	4			<i>Antioch</i> , Lake Catherine, Wadsworth, Old Mill Creek
How many member municipalities involved? (number and percent)	1	25%		
Percentage of corridor existing		19%		
Percentage of corridor programmed		0%		
Percentage of corridor planned		9%		
Percentage of corridor future		0%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		72%	Yes	
Connectivity to regional destinations (good/fair/poor)			Poor	Van Patten Woods
Connectivity to trail networks (good/fair/poor)			Fair	Des Plaines River, Depot Bike Lanes
Direct access to/from transit — rail and bus (good/fair/poor)			Good	Metra - NCS - Antioch
Directness (good/fair/poor)			Fair	
Barriers				I-94 crossings
Does the project address a significant barrier or interstate highway crossing				

Depot/IL 173 Corridor

This corridor serves to connect the Village of Antioch to the Des Plaines River Corridor. It also goes through Lake Catherine, Wadsworth, and Old Mill Creek. The corridor makes a direct connection between the Antioch Metra station and the Van Patton Woods Forest Preserve along the Des Plaines River Corridor. A notable existing barrier along the route that impedes its development is the crossing of I-94. The corridor is only 19 percent existing and 9 percent planned, all of which exists within Antioch. It is recommended that Antioch work with adjacent municipalities and unincorporated Lake County to prioritize the 72 percent that is newly recommended by the NWMC.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Elgin-O'Hare Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	8			Bensenville, Chicago, <i>Elk Grove Village</i> , Itasca, Roselle, <i>Schaumburg</i> , Wood Dale
How many member municipalities involved? (number and percent)	2	25%		
Percentage of corridor existing		7%		
Percentage of corridor programmed		0%		
Percentage of corridor planned		71%		
Percentage of corridor future		0%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		22%	Yes	
Connectivity to regional destinations (good/fair/poor)			Poor	Alexian Field
Connectivity to trail networks (good/fair/poor)			Poor	Schaumburg Bicycle Network
Direct access to/from transit — rail and bus (good/fair/poor)			Fair	Metra station - Schaumburg
Directness (good/fair/poor)			Good	
Barriers				
Does the project address a significant barrier or interstate highway crossing				

Elgin-O'Hare Corridor

This corridor is in the southwest part of the NWMC area and it connects Schaumburg/Hanover Park to Elk Grove Village. The corridor makes the connection to the O'Hare Airport campus, but it is not clear exactly how the corridor will ultimately connect into the airport's infrastructure. Of the 8 municipalities it traverses only 2 are NWMC members. The corridor makes a connection to the Schaumburg Metra station and Alexian Field. The corridor does not make many connections to the local and regional trail network, and there are notable existing barriers that impede its development. The corridor is 2 percent existing and 71 percent planned. IDOT is currently leading a context sensitive solutions (CSS) planning process to determine final

routing and the facility recommendations. NWMC will continue to be involved in this process to assure its coordination with the NWMC Regional Corridors. The 22 percent of the corridor that is newly recommended by the NWMC should become a priority within Elk Grove Village. Also, it's recommended that efforts be made to plan for the integration of bicycle facilities into the O'Hare campus.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Dundee Road Corridor

Corridor Information	Main Corridor			
	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	11			<i>Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe</i>
How many member municipalities involved? (number and percent)	8	73%		
Percentage of corridor existing		20%		
Percentage of corridor programmed		0%		
Percentage of corridor planned		32%		
Percentage of corridor future		0%		
Percentage of corridor unknown		2%		
New NWMC recommendation? (yes/no and percent)		46%	Yes	
Connectivity to regional destinations (good/fair/poor)			Good	
Connectivity to trail networks (good/fair/poor)			Good	Crabtree Preserve, Deer Grove Preserve, Jens Jensen Preserve, Somme Woods Preserve, Chipilly Woods Preserve, Potawatomi Woods Preserve
Direct access to/from transit — rail and bus (good/fair/poor)			Good	Cook County Trails, FPDCC
Directness (good/fair/poor)			Good	Metra lines - Northwest, NCS, MD-N; Metra stations - Wheeling, Pace - 626, Pace - 422, Pace - 635, Pace - 234, Pace - 556, Pace - 557, Pace - 803, Pace - 543
Barriers				IL-53, Des Plaines River to I-294 (Wheeling)
Does the project address a significant barrier or interstate highway crossing				

Dundee Road Corridor

This corridor spans the northern portion of Cook County between Carpentersville and Glencoe. The corridor crosses three Metra lines and connects with the Wheeling Metra station. It is served well by Pace routes. The corridor offers good connectivity to Cook County trails and forest preserves, but there are existing barriers at the Des Plaines River and IL 153. There is potential to use the trail network as alternate routings through the Palantine/Inverness areas. The corridor is 20 percent existing and 32 percent planned and 2 percent unknown. It is recommended that the 46 percent that is newly recommended by the NWMC become a priority in the municipalities; the benefit to forming partnerships to work on the Dundee Corridor is that it is a direct east-west route that goes across the entire northern portion of Cook County. The corridor connects 11 municipalities, 8 of which are NWMC members.

3.2 Corridor Snapshots

Alternative 1				Alternative 2			
Number	Percent	Rating	More Information	Number	Percent	Rating	More Information
1			Barrington Hills	1			Barrington Hills
0	0%			0	0%		
	100%				90%		
	0%				0%		
	0%				0%		
	0%				0%		
	0%	No			0%	No	
		Good	Deer Grove Preserve, Jens Jensen Preserve			Fair	Deer Grove Preserve, Bakers Lake Preserve
		Good	Cook County Trails, FPDCC			Good	Cook County Trails, FPDCC
		Poor				Fair	
		Fair				Poor	

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Everett/Old Elm Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	4			<i>Mettawa, Lincolnshire, Lake Forest, Highland Park</i>
How many member municipalities involved? (number and percent)	3	75%		
Percentage of corridor existing		16%		
Percentage of corridor programmed		0%		
Percentage of corridor planned		47%		
Percentage of corridor future		0%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		37%	Yes	
Connectivity to regional destinations (good/fair/poor)			Poor	
Connectivity to trail networks (good/fair/poor)			Fair	Des Plaines River Trail, Wright Woods Trail, Skokie Valley Bike Path
Direct access to/from transit — rail and bus (good/fair/poor)			Good	Metra - North line, UP-N - Fort Sheridan, Pace - 472, Metra - MD-N - Lake Forest, Pace - 625, Metra stations - Fort Sheridan, Lake Forest
Directness (good/fair/poor)			Fair	
Barriers				MD-N train tracks crossing and Waukegan Rd. intersection (Lake Forest)
Does the project address a significant barrier or interstate highway crossing				Bridge over I-94

Everett/Old Elm Corridor

The Everett/Old Elm Corridor makes a direct connection between the Des Plaines River Trail and the Robert McClory Trail. It connects through 4 municipalities, 3 of which are NWMC members. It also connects to 10 prominent regional destinations. The corridor is well connected to the local and regional trail network, but has existing barriers that impede its development at the MD-N train tracks crossing and the Waukegan Rd. intersection in Lake Forest. In contrast to these barriers is an existing bike-friendly bridge over I-94. The corridor is 16 percent existing and 47 percent programmed. It is recommended that the 37 percent that is newly recommended by the NWMC become a priority in the Lake Forest bikeway system.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Fairfield/Quentin Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	9			Hawthorn Woods, Forest Lake, <i>Lake Zurich</i> , Kildeer, Deer Park, <i>Palatine</i> , <i>Schaumburg</i> , <i>Rolling Meadows</i> , <i>Elk Grove Village</i>
How many member municipalities involved? (number and percent)	5	56%		
Percentage of corridor existing		60%		
Percentage of corridor programmed		0%		
Percentage of corridor planned		40%		
Percentage of corridor future		0%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		0%	No	
Connectivity to regional destinations (good/fair/poor)			Good	IKEA, Deer Park Town Center, Harper College, Woodsfield Village Green, Roosevelt University Schaumburg, Illinois Institute of Art, Spring Valley Nature Sanctuary, Prairie Center for the Arts, Lake County Discovery Museum
Connectivity to trail networks (good/fair/poor)			Good	Cook County, FPDCC
Direct access to/from transit — rail and bus (good/fair/poor)			Good	Metra station - IKEA Star, Palatine; Metra lines - Northwest
Directness (good/fair/poor)			Fair	
Barriers				Crossing at I-90
Does the project address a significant barrier or interstate highway crossing				Crossing at I-90

Fairfield/Quentin Corridor

This corridor is a central north-south regional connector that runs between Irving Park Rd. to the south to the Millennium Trail to the north. It connects through 9 municipalities, 5 of which are NWMC members. It does not connect to a Metra stop or come within one-half mile of a Metra stop, but it does cross the Northwest Metra line and can be used as a connector. The corridor offers reasonable connections to the local and regional trail network. While a barrier exists at the I-90 crossing, the corridor has been routed to another improved I-90 crossing. This results in a route that is not very direct but does make the necessary connections. The corridor is 60 percent existing and 40 percent planned.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Glenview/Central/Algonquin Corridor								
Corridor Information	Main Corridor				Alternative 1			
	Number	Percent	Rating	More Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	12			Barrington Hills, South Barrington, <i>Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness</i>	1			<i>Wilmette</i>
How many member municipalities involved? (number and percent)	9	73%			1	100%		
Percentage of corridor existing		45%				0%		
Percentage of corridor programmed		2%				0%		
Percentage of corridor planned		25%				0%		
Percentage of corridor future		19%				0%		
Percentage of corridor unknown		0%				0%		
New NWMC recommendation? (yes/no and percent)		9%	Yes			0%	No	
Connectivity to regional destinations (good/fair/poor)			Good	Village Crossing			Fair	Wilmette Village Center
Connectivity to trail networks (good/fair/poor)			Good	Cook County Trails, FPDCC			Poor	
Direct access to/from transit — rail and bus (good/fair/poor)			Good	Metra stations - Main Street (Evanston), Park Ridge, Dee Rd., Des Plaines, Arlington Heights Rd. STAR, Golf Rd. STAR; Metra lines - North line, Northwest, MD-N, NCS; CTA stations - Main, Howard, South Blvd., Jarvis; CTA lines - Purple, Red, Yellow			Fair	Metra stations - Wilmette
Directness (good/fair/poor)			Fair				Fair	
Barriers				Area east of Oakton Community College (Des Plaines), RR viaduct (between Oakton CC and I-294 in Des Plaines)				
Does the project address a significant barrier or interstate highway crossing				I-94				

3.2 Corridor Snapshots

Glenview/Central/Algonquin Corridor

This corridor makes a central east-west connection between Dundee Rd. (extended southeast) and the Green Bay Trail and Lake Michigan. The corridor engages five prominent regional destinations and it connects 13 municipalities, 9 of which are NWMC members. The corridor has great transit connectivity, connecting to four Metra stations (Wilmette, Glenview, Mount Prospect, and IKEA Star) and the Linden CTA station. It also has good Pace connectivity. The corridor offers reasonable connections to the local and regional trail network, but it has difficult crossings east of Oakton Community College in Des Plaines, and at the railroad viaduct between Oakton Community College and I-294 in Des Plaines. In contrast to these barriers, there is an existing bike friendly bridge over I-94. The corridor is 45 percent existing, 2 percent programmed, 25 percent planned, and 19 percent future. The 9 percent that is newly recommended by the NWMC is mostly gaps in existing plans rather than large swaths of previously unplanned bikeway. It is recommended that these gaps become a priority within the municipal systems.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Golf Road Corridor

Corridor Information	Main Corridor				Alternative 1			
	Number	Percent	Rating	More Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	13			Elgin, <i>Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston</i>	4			<i>Arlington Heights, Des Plaines, Mount Prospect, Rolling Meadows</i>
How many member municipalities involved? (number and percent)	12	92%			4	100%		
Percentage of corridor existing		36%				67%		
Percentage of corridor programmed		4%				0%		
Percentage of corridor planned		23%				16%		
Percentage of corridor future		4%				0%		
Percentage of corridor unknown		0%				0%		
New NWMC recommendation? (yes/no and percent)		33%	Yes			17%	Yes	
Connectivity to regional destinations (good/fair/poor)			Good	Golf Mill Shopping Center, IKEA, Woodfield Mall, Woodfield Village Green, Illinois Institute of Art, Roosevelt University Schaumburg, Mystic Water Family Aquatic Center, North Shore Center for Performing Arts			Poor	
Connectivity to trail networks (good/fair/poor)			Good	Cook County trails, FPDCC, Schaumburg Bicycle Network			Poor	
Direct access to/from transit — rail and bus (good/fair/poor)			Good	Metra Star line - North line, MD-N, Northwest, NCS, STAR; Metra/STAR stations - Davis St. (Evanston), Des Plaines, Cumberland, Golf Rd. STAR, IKEA STAR, Roselle Rd. STAR, Barrington STAR, Prairie Stone STAR; CTA stations - Davis, Dempster, Foster; CTA line - Purple, Pace Northwest Transportation Center (Routes 208, 554, 600, 606, 696, 757 and 905)			Good	Metra stations - Mount Prospect, Cumberland, Golf Rd. STAR; Metra line - Northwest
Directness (good/fair/poor)			Good				Poor	
Barriers				RR viaduct near Oakton CC, I-294, access to I-290				
Does the project address a significant barrier or interstate highway crossing				I-94, I-294				

3.2 Corridor Snapshots

Golf Road Corridor

This corridor provides a central east-west trunk-line in the regional system spanning from the Fox River Trail to the Green Bay Trail. It connects through 13 municipalities, 12 of which are NWMC members. The corridor engages 8 regional destinations and is well served by Metra and CTA. The corridor offers reasonable connections to the local and regional trail network, but does have existing barriers with difficult crossings at a railroad viaduct near Oakton Community College, I-294 and an I-290 underpass. There is an existing bike-friendly crossing over I-94 and I-294. The corridor is 36 percent existing, 4 percent programmed, 23 percent planned and 4 percent future. It is recommended that the 33 percent that is newly recommended by the NWMC become a priority in municipal bikeway systems.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Higgins Road Corridor

Corridor Information	Main Corridor				Alternative 1			
	Number	Percent	Rating	More Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	5			East Dundee, South Barrington, <i>Hoffman Estates</i> , <i>Schaumburg</i> , <i>Elk Grove Village</i>	1			<i>Hoffman Estates</i>
How many member municipalities involved? (number and percent)	3	60%			1	100%		
Percentage of corridor existing		42%				42%		
Percentage of corridor programmed		3%				0%		
Percentage of corridor planned		52%				58%		
Percentage of corridor future		0%				0%		
Percentage of corridor unknown		0%				0%		
New NWMC recommendation? (yes/no and percent)		3%	Yes			0%	No	
Connectivity to regional destinations (good/fair/poor)			Good	Woodfield Mall, Busse Woods Forest Preserve, Streets of Woodfield, Illinois Institute of Art			Good	Sears Center Arena
Connectivity to trail networks (good/fair/poor)			Good	Cook County Trails, FPDCC, Schaumburg Bicycle Network			Good	Cook County Trails, FPDCC
Direct access to/from transit — rail and bus (good/fair/poor)			Good	Metra Star line, STAR stations - Arlington and Barrington, Pace Northwest Transportation Center (Routes 208, 554, 600, 606, 696, 757 and 905)			Good	Metra station - Prairie Stone STAR
Directness (good/fair/poor)			Fair				Poor	
Barriers			I-90 (twice)					
Does the project address a significant barrier or interstate highway crossing			I-290					

3.2 Corridor Snapshots

Higgins Road Corridor

This corridor serves to connect the Fox River and Dundee Rd. into the Busse Woods Forest Preserve, and makes the connection to the Howard/Sibley Corridor via Golf Rd. and Algonquin Rd. It spans five municipalities on the west end of the conference area making key connections in the NWMC member municipalities of Elk Grove Village, Hoffman Estates and Schaumburg. The corridor aligns with the proposed Metra Starline and falls within reasonable proximity to the proposed Arlington Heights and Barrington stations. It also makes a good connection with the Pace Northwest Transit Station. The corridor offers reasonable connections to the Cook County Forest Preserve trail network, but has two difficult crossings over I-90. The crossing that exists at I-290 along the corridor is good for biking. The corridor is 42 percent existing, 3 percent programmed, and 52 percent planned. It is recommended that the 3 percent that is newly recommended by the NWMC become a priority in the municipal bikeway systems.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Howard/Sibley Corridor

Corridor Information	Main Corridor				Alternative 1			
	Number	Percent	Rating	More Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	6			<i>Des Plaines, Park Ridge, Niles, Morton Grove, Skokie, Evanston</i>	4			<i>Niles, Morton Grove, Skokie, Evanston</i>
How many member municipalities involved? (number and percent)	6	100%			4	100%		
Percentage of corridor existing		65%				53%		
Percentage of corridor programmed		6%				0%		
Percentage of corridor planned		15%				42%		
Percentage of corridor future		3%				0%		
Percentage of corridor unknown		1%				0%		
New NWMC recommendation? (yes/no and percent)		10%	Yes			5%	Yes	
Connectivity to regional destinations (good/fair/poor)			Fair	Village Crossing			Good	Frank Bobrytzke Preserve
Connectivity to trail networks (good/fair/poor)			Good	Cook County Trails, FPDCC			Good	Cook County Trails, FPDCC
Direct access to/from transit — rail and bus (good/fair/poor)			Fair	Metra stations - Main Street (Evanston), Park Ridge, Dee Rd., Des Plaines, Arlington Heights Rd. STAR, Golf Rd. STAR; Metra lines - North line, Northwest, MD-N, NCS; CTA stations - Main, Howard, South Blvd., Jarvis; CTA lines - Purple, Red, Yellow			Good	Metra stations - Main St. (Evanston), Morton Grove; Metra lines - North line, MD-N; CTA stations - Main, Skokie, South Boulevard; CTA lines - Purple, Yellow
Directness (good/fair/poor)			Fair				Poor	
Barriers				I-294, I-94, Des Plaines River (Howard does cross)				
Does the project address a significant barrier or interstate highway crossing								

3.2 Corridor Snapshots

Howard/Sibley Corridor

This corridor serves to connect from the Higgins Rd. trail terminus in Busse Woods Forest Preserve to the Lake Michigan shoreline. It spans eight municipalities, all of which are NWMC members, and is the southernmost east-west link in the regional system east of Busse Woods. The corridor aligns with several Metra and CTA lines and falls within reasonable proximity to the proposed Main Street (Evanston), Park Ridge, Dee Rd., Des Plaines, Arlington Heights Rd. STAR, Golf Rd. STAR Metra stations. The corridor also aligns with some important regional destinations including Village Crossing, Woodfield Mall, Streets of Woodfield and Mystic Water Family Aquatic Center. The corridor offers reasonable connections to the Cook County Forest Preserve trail network, but has several difficult crossings over I-294, I-94 and the Des Plaines River. The Corridor is 65 percent existing, 6 percent programmed, and 15 percent planned, 3 percent future, and 1 percent unknown. It is recommended that the 10 percent that is newly recommended by NWMC become a priority in the municipal bikeway systems.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Irving Park Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	6			Elgin, <i>Streamwood</i> , <i>Hanover Park</i> , <i>Schaumburg</i> , <i>Elk Grove Village</i> , <i>Roselle</i>
How many member municipalities involved? (number and percent)	4	67%		
Percentage of corridor existing		49%		
Percentage of corridor programmed		0%		
Percentage of corridor planned		20%		
Percentage of corridor future		0%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		31%	Yes	
Connectivity to regional destinations (good/fair/poor)			Fair	Spring Valley Nature Sanctuary, Alexian Field, Centrum Industrial Park
Connectivity to trail networks (good/fair/poor)			Fair	Cook County trails, FPDCC, Schaumburg Bicycle Network
Direct access to/from transit — rail and bus (good/fair/poor)			Fair	Metra stations - Schaumburg, National Street; STAR line
Directness (good/fair/poor)			Poor	
Barriers				Crossing EJ&E tracks
Does the project address a significant barrier or interstate highway crossing				Bridge across I-290

Irving Park Corridor

This corridor serves to connect the Fox River to the Busse Woods Forest Preserve, and it makes the connection to the Howard/Sibley Corridor, which extends to the Lake Michigan shoreline. It also connects to the Elgin/O'Hare corridor that extends to the airport. The corridor spans the southern area west of Busse Woods, and crosses through six municipalities, four of which are NWMC members. The corridor makes a direct connection to the Schaumburg and National Street Metra station. It offers reasonable connections to the Schaumburg Bicycle Network as well as the Cook County Forest Preserve trail network. The crossing at the EJ&E tracks is a barrier that needs

to be addressed during project development. A good crossing already exists however at I-290. The corridor is 49 percent existing and 20 percent planned. It is recommended that the 31 percent that is newly recommended by the NWMC become a priority in the municipal bikeway systems.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: North Shore - Millennium Trail Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	9			Green Oaks, Island Lake, Lake Bluff, <i>Lake Forest</i> , <i>Libertyville</i> , Hawthorn Woods, Mundelein, Prairie Grove, Wauconda
How many member municipalities involved? (number and percent)	2	22%		
Percentage of corridor existing		56%		
Percentage of corridor programmed		0%		
Percentage of corridor planned		44%		
Percentage of corridor future		0%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		0%	No	
Connectivity to regional destinations (good/fair/poor)			Good	Spring Valley Nature Sanctuary, Alexian Field, Centrum Industrial Park
Connectivity to trail networks (good/fair/poor)			Good	Cook County trails, FPDCC, Schaumburg Bicycle Network
Direct access to/from transit — rail and bus (good/fair/poor)			Good	Metra stations - Schaumburg, National Street; STAR line
Directness (good/fair/poor)			Fair	
Barriers				Crossing EJ&E tracks
Does the project address a significant barrier or interstate highway crossing				Bridge across I-290

North Shore - Millennium Trail Corridor

This corridor serves to connect the Fox River to the Lake Michigan shoreline, and it is the central east-west connection through Lake County. It spans nine municipalities, three of which are NWMC members. It connects well with Metra and Pace and makes a direct connection to the Lake Bluff and Mundelein Metra stations. The corridor offers good connectivity to the trail network and presents no notable existing barriers that impede its development. The corridor is 56 percent existing and 44 percent planned.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Northwest Highway Corridor								
	Main Corridor				Alternative 1			
Corridor Information	Number	Percent	Rating	More Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	11			<i>Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge</i>	5			<i>Arlington Heights, Des Plaines, Mount Prospect, Park Ridge, Rolling Meadows</i>
How many member municipalities involved? (number and percent)	9	82%			5	100%		
Percentage of corridor existing		10%				79%		
Percentage of corridor programmed		7%				0%		
Percentage of corridor planned		50%				21%		
Percentage of corridor future		3%				0%		
Percentage of corridor unknown		0%				0%		
New NWMC recommendation? (yes/no and percent)		30%	Yes			0%	No	
Connectivity to regional destinations (good/fair/poor)			Good	Arlington Park Racetrack, Mystic Water Aquatic Center, Baker's Lake Forest Preserve			Good	Arlington Park Racetrack, Mystic Water Aquatic Center
Connectivity to trail networks (good/fair/poor)			Fair	Cook County Trails			Fair	Cook County Trails
Direct access to/from transit — rail and bus (good/fair/poor)			Good	CTA stations - Jefferson Park; CTA line - Blue; Metra line - Northwest, NCS; Metra stations - Mayfair, Grayland, Gladstone Park, Jefferson Park, Norwood Park, Edison Park, Park Ridge, Dee Rd., Des Plaines, Mount Prospect, Cumberland, Arlington Heights, Arlington Park, Barrington, Cary, Fox River Grove, Crystal Lake			Good	Metra line - Northwest, NCS; Metra stations - Dee Rd., Des Plaines, Mount Prospect, Cumberland, Arlington Heights, Arlington Park
Directness (good/fair/poor)			Good				Poor	
Barriers				S-curve (West Side of downtown Des Plaines), downtown Arlington Heights to IL-53				
Does the project address a significant barrier or interstate highway crossing								

3.2 Corridor Snapshots

Northwest Highway Corridor

This corridor serves to connect the Fox River into the City of Chicago along the UP-NW Metra line. This plan recognizes the potential for the Northwest Highway to become a model multi-modal corridor that could be a highlight of the NWMC's regional bike system. The corridor would provide a direct connection into Chicago that is lacking for communities in the north and west portions of the conference, as well as link the numerous Metra stations and downtowns along the way. It spans 11 municipalities, 10 of which are NWMC members. In addition to the Metra connections, the corridor would extend to the Jefferson Park CTA station. The corridor offers reasonable connections to the Cook County trail network, but has difficult crossings to address in downtown areas, notably the S-curve in Des Plaines. The corridor is 10 percent existing, 7 percent programmed, 50 percent planned, and 3 percent future. It is recommended that the 30 percent that is newly recommended by the NWMC become a priority in municipal bikeway systems.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Skokie Valley Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	13			Chicago, <i>Glencoe, Glenview, Highland Park, Lake Bluff, Lake Forest, Lincolnwood, North Chicago, Northbrook, Northfield, Skokie, Waukegan, Wilmette</i>
How many member municipalities involved? (number and percent)	9	69%		
Percentage of corridor existing		36%		
Percentage of corridor programmed		11%		
Percentage of corridor planned		14%		
Percentage of corridor future		39%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		0%	No	
Connectivity to regional destinations (good/fair/poor)			Good	Chicago Botanical Garden, Old Orchard Shopping Center, Illinois Holocaust Museum, Greenbelt Cultural Center
Connectivity to trail networks (good/fair/poor)			Good	North Shore, Cook County trails, FPDC
Direct access to/from transit — rail and bus (good/fair/poor)			Good	CTA stations - Skokie, Montrose; CTA lines - Yellow, Blue; Metra stations - Mayfair, Grayland; Metra lines - MD-N
Directness (good/fair/poor)			Good	
Barriers				
Does the project address a significant barrier or interstate highway crossing				

Skokie Valley Corridor

This corridor serves to connect the City of Chicago north into Lake County and provides a north-south route extending from the City of Chicago all the way to Waukegan. It spans 13 municipalities, nine of which are NWMC Members. It connects to CTA and Metra stations and provides good connections to the Cook County Forest Preserve trail network. No notable existing barriers impede its development. The corridor is 36 percent existing, 11 percent programmed, and 13 percent planned and 39 percent future.

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Willow Road Corridor

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved? (number; names in <i>italics</i> represent NWMC members)	8			<i>Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka</i>
How many member municipalities involved? (number and percent)	8	100%		
Percentage of corridor existing		5%		
Percentage of corridor programmed		0%		
Percentage of corridor planned		81%		
Percentage of corridor future		10%		
Percentage of corridor unknown		0%		
New NWMC recommendation? (yes/no and percent)		4%	Yes	
Connectivity to regional destinations (good/fair/poor)			Fair	Arlington Park Racetrack, Willow Festival Shopping Center, The Glen Center
Connectivity to trail networks (good/fair/poor)			Good	Cook County trails, FPDCC
Direct access to/from transit — rail and bus (good/fair/poor)			Fair	Metra - UP-N - Winnetka, Pace - 423, Pace - 213, Pace - 422, Pace - 623, Pace - 270, Pace - 221, Pace - 272, Pace - 234, Pace - 696; Metra stations - Winnetka, Arlington Park, The Glen (Glenview)
Directness (good/fair/poor)			Good	
Barriers				I-94, I-294, railroad crossings
Does the project address a significant barrier or interstate highway crossing				

Willow Road Corridor

This corridor serves to connect the Northwest Corridor in Arlington Heights to the Lake Michigan shoreline. It spans eight municipalities, all of which are NWMC members. The corridor has good connectivity to Pace and Metra, linking the Winnetka, Arlington Park and Glenview Metra stations. The corridor offers reasonable connections to the Cook County Forest Preserve trail network. Barriers, however, exist at I-94, I-294 and at railroads. IDOT is currently leading a CSS process for Willow Rd. in Northfield, which is an opportunity to encourage bicycle facilities for the corridor. The corridor is 5 percent existing, 81 percent planned and 10 percent future. It is recommended that the 4 percent that is newly recommended by the NWMC become a priority in municipal bikeway systems.

3.2 Corridor Snapshots

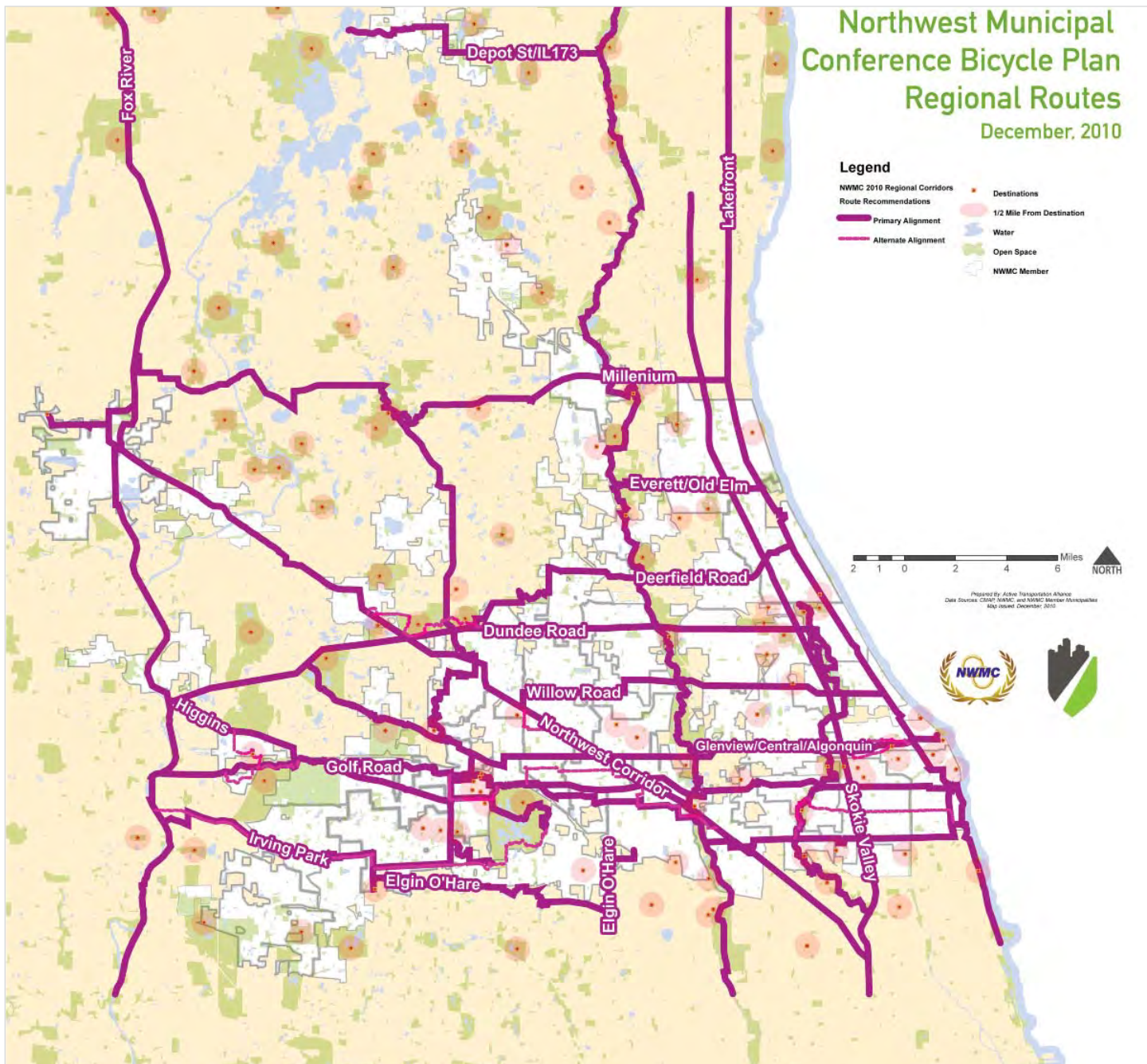
3.2.2 NWMC 2010 Bike Plan Maps



The above map is a thumbnail of the "NWMC Bike Plan 2010".

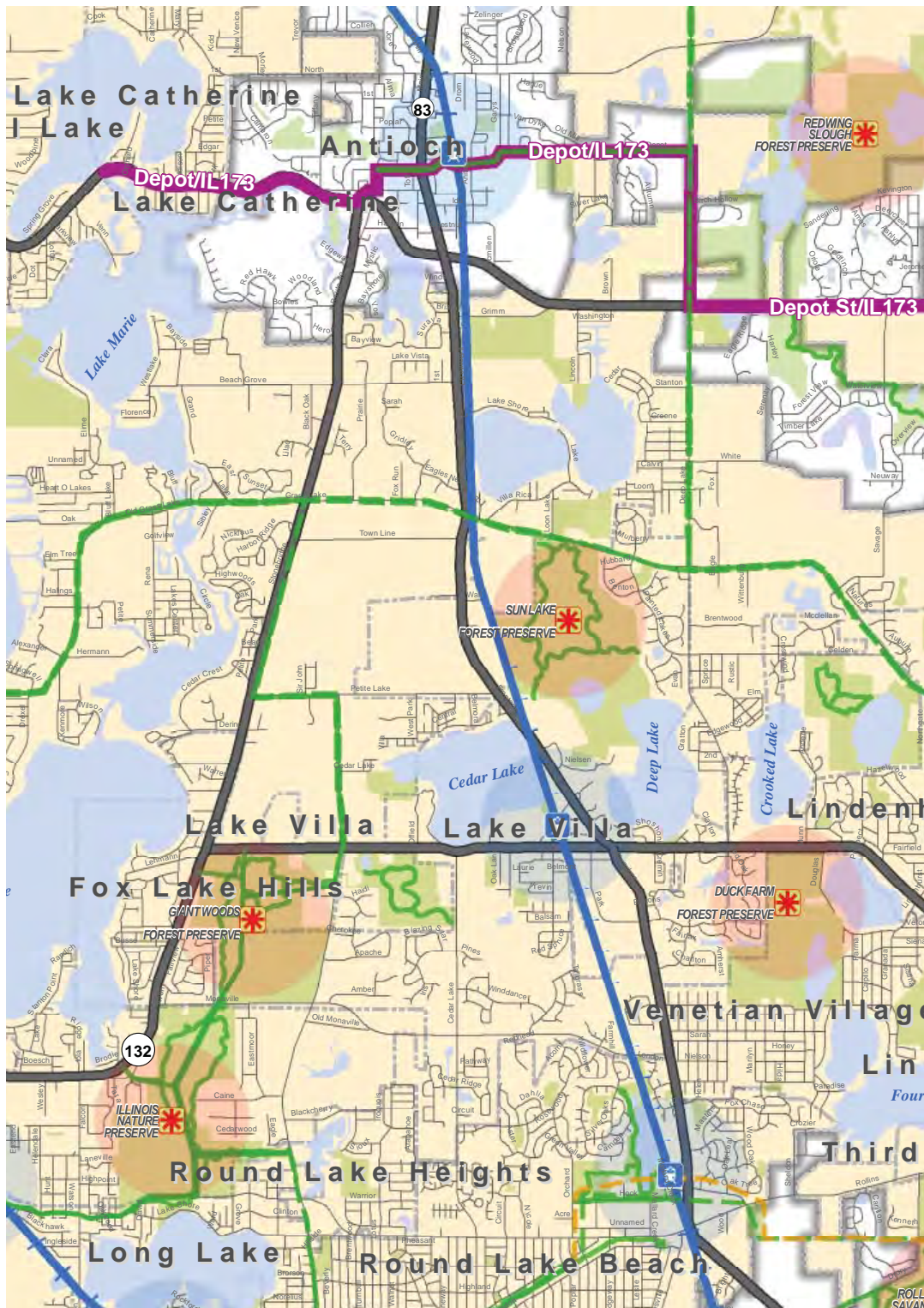
The map can be viewed online at www.nwmc-cog.org.

3.2 Corridor Snapshots



The Northwest Municipal Conference's bicycling corridors highlighted in this plan.

Antioch: NWMC 2010 Regional Corridors



Legend

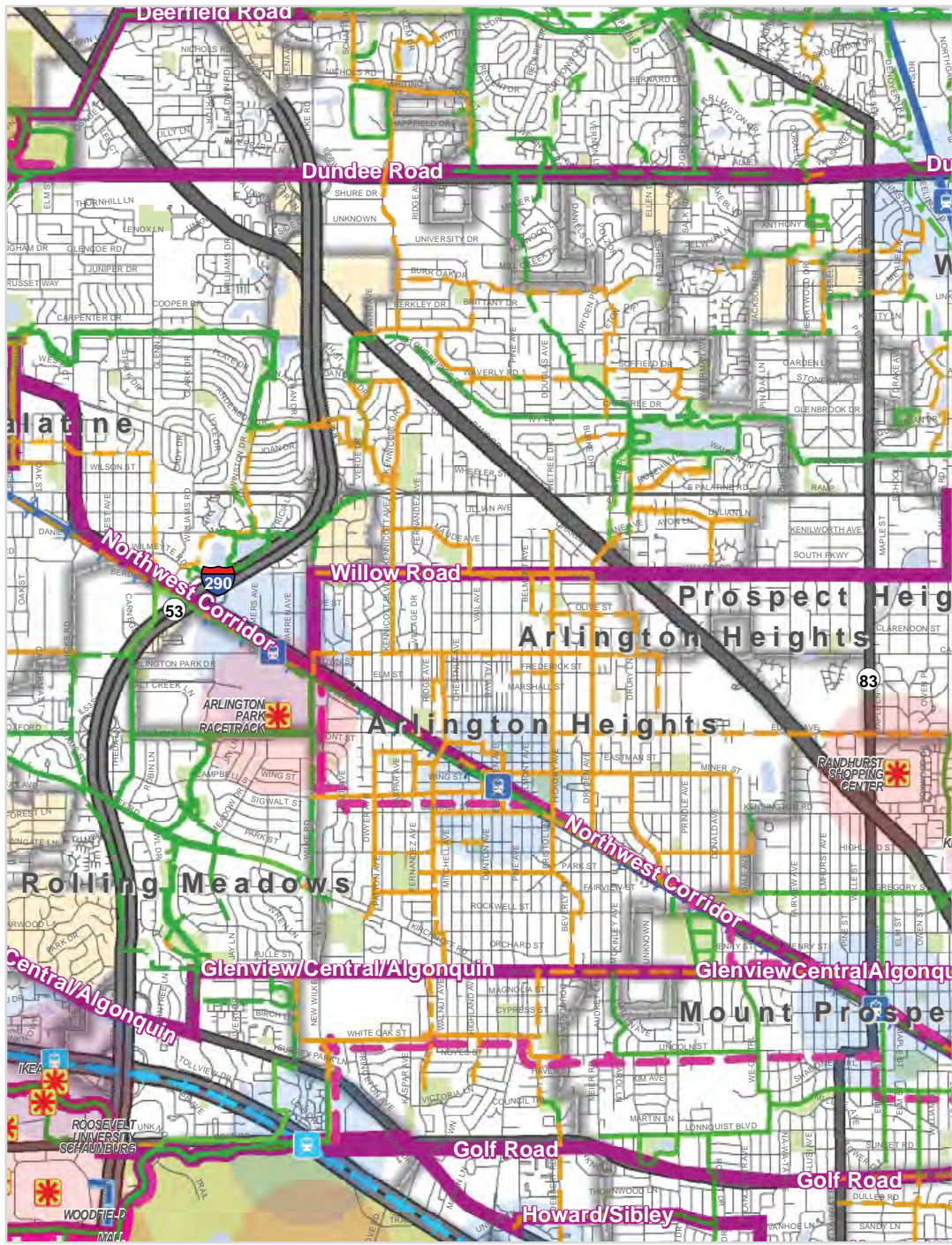
- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - - - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - - - Bike Route, Future
 - Bike Route, Planned
 - - - Bike Route, Programmed
 - Path/Trail, Existing
 - - - Path/Trail, Future
 - · - · - Path/Trail, Planned
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- M METRA Station (Proposed)
 - M METRA Station (Existing)
 - C CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member



DEPOT/IL 173
 Tier Three Corridor

Partner agencies: Antioch, Lake Catherine, Wadsworth, Old Mill Creek

Arlington Heights: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - - - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - - - Bike Route, Future
 - - - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - - - Path/Trail, Future
 - - - Path/Trail, Planned
- Destinations**
- Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member



GOLF
Tier One Corridor
Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

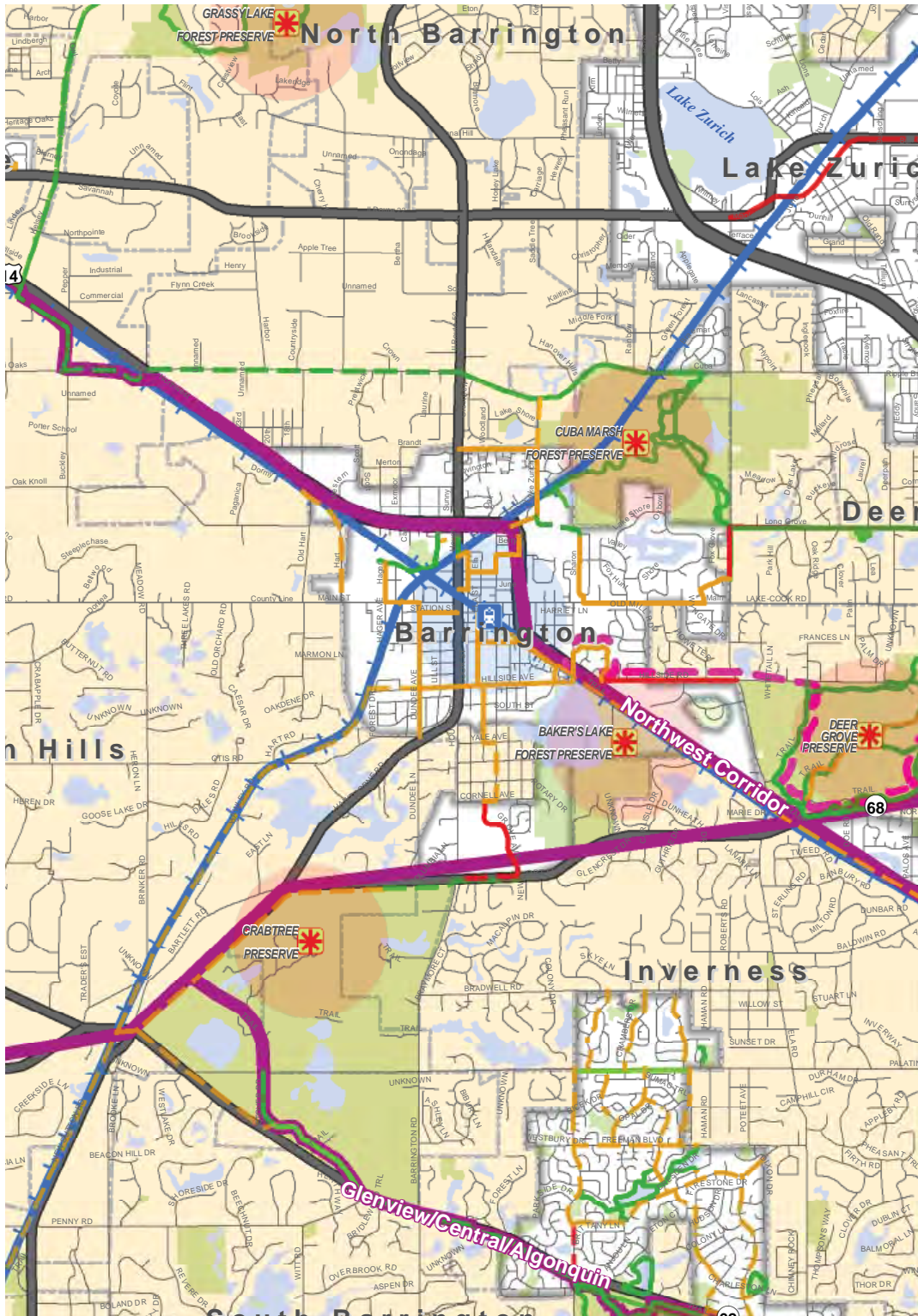
ALGONQUIN/GLENVIEW/CENTRAL
Tier Two Corridor
Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

DUNDEE
Tier Two Corridor
Partner agencies: Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe

NORTHWEST
Tier Two Corridor
Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge.

WILLOW
Tier Three Corridor
Partners: Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka

Barrington: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- * 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



DUNDEE

Tier Two Corridor

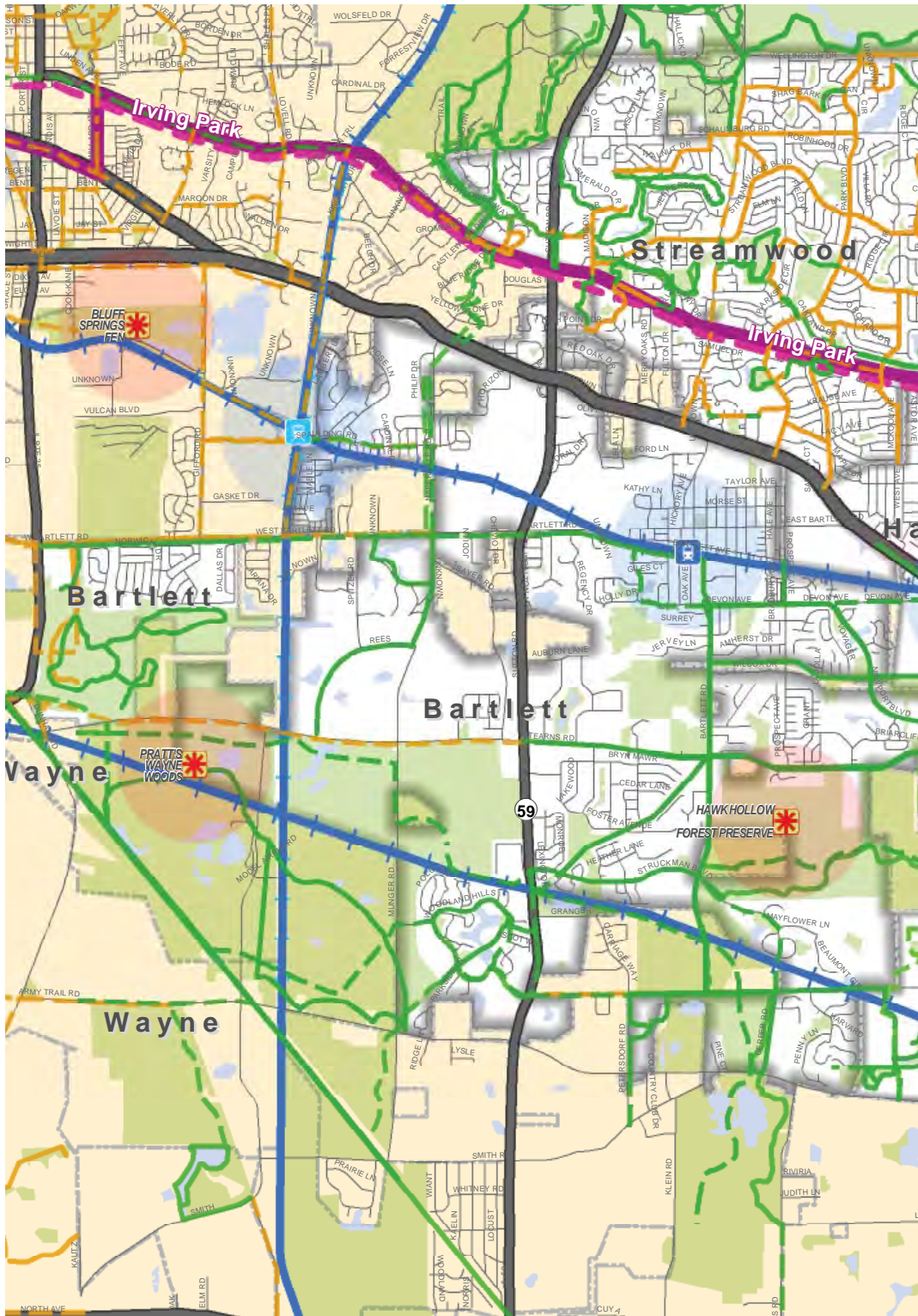
Partner agencies: Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe

NORTHWEST

Tier Two Corridor

Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

Bartlett: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

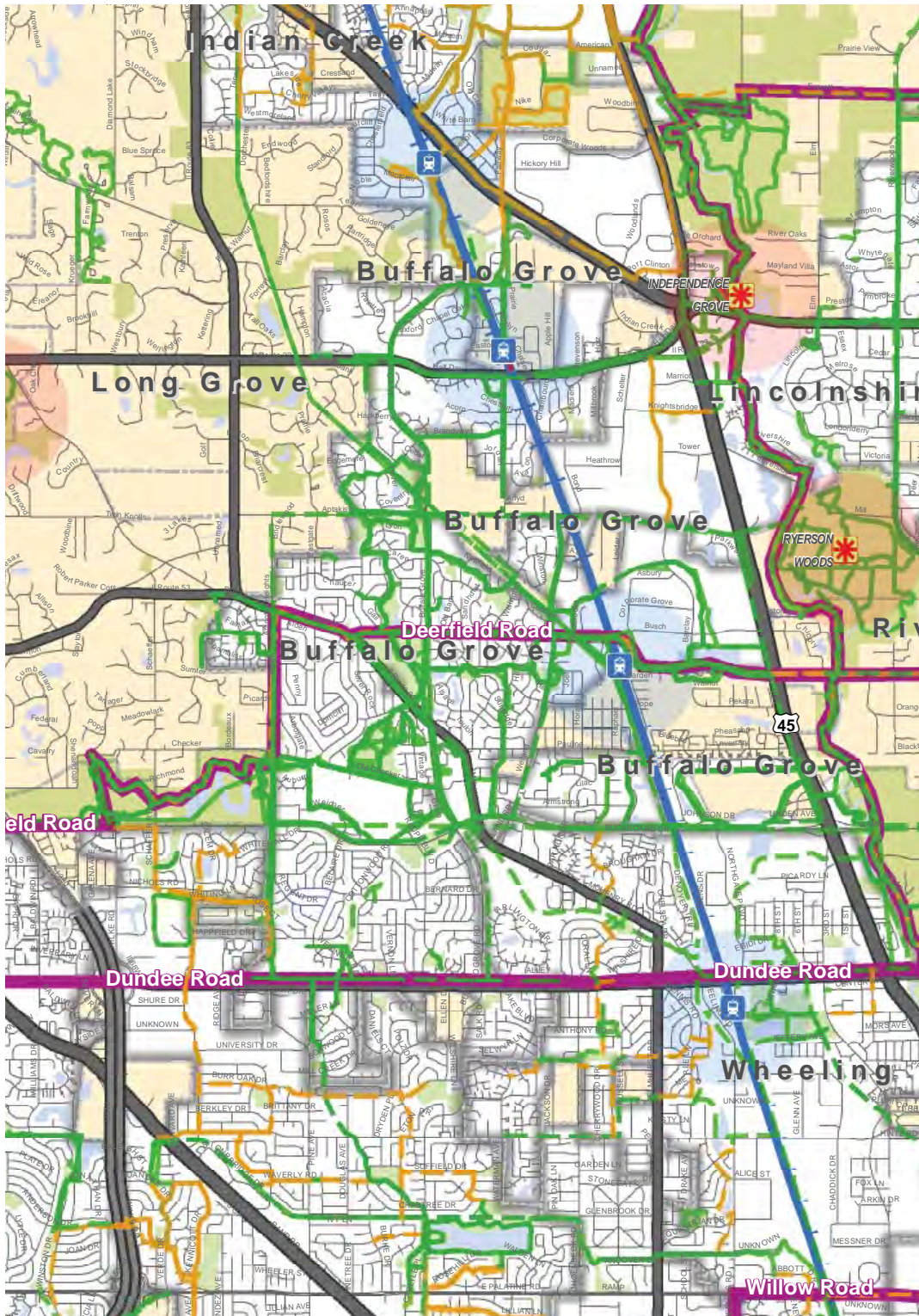
- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



PROXIMATE TO IRVING PARK Tier Two Corridor

Partner agencies: Elgin, Streamwood,
Hanover Park, Schaumburg, Elk
Grove Village, Roselle

Buffalo Grove: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member



DEERFIELD

Tier One Corridor

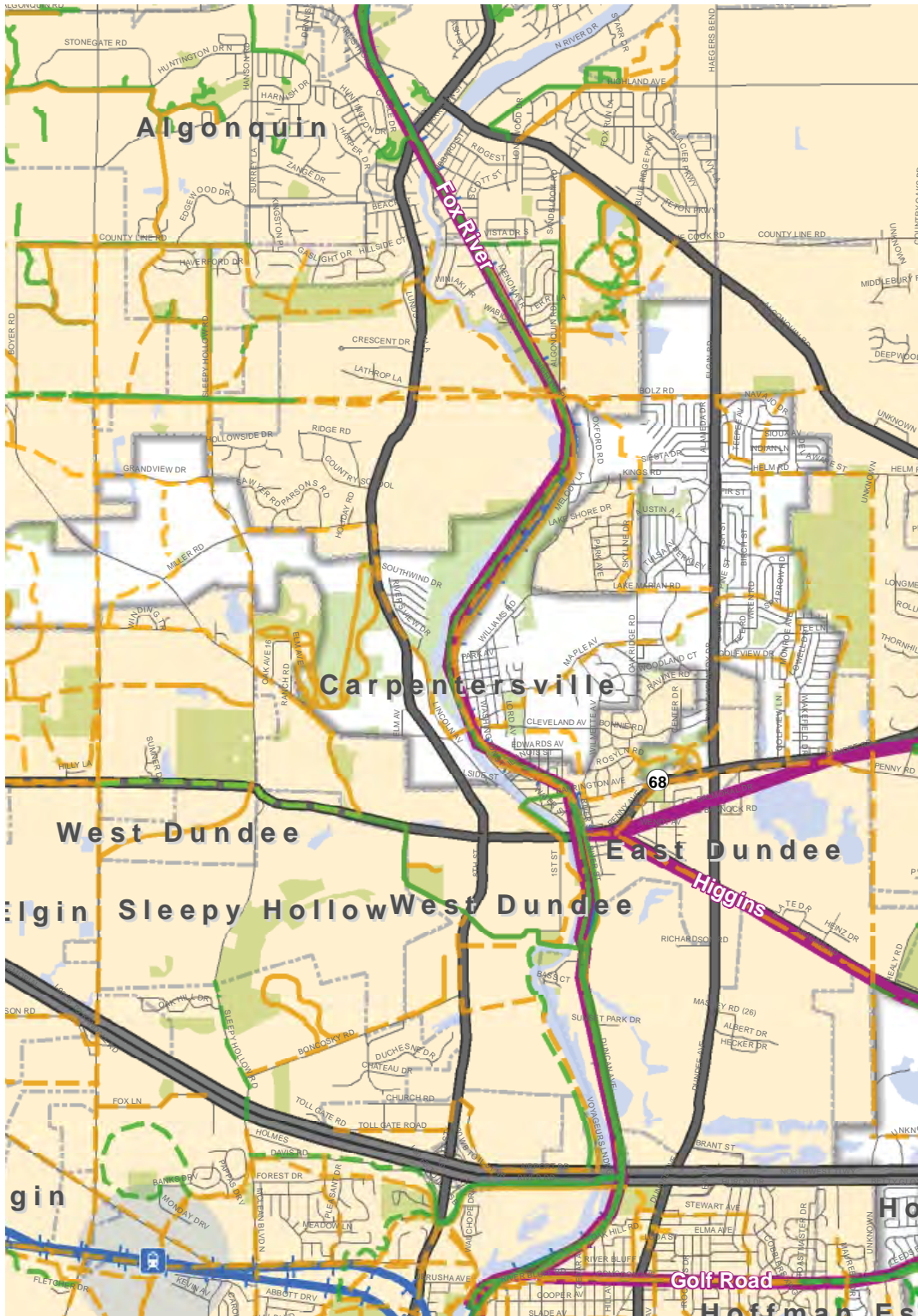
Partner agencies: Buffalo Grove, Riverwoods, Deerfield, Highland Park, Long Grove, Palatine

DUNDEE

Tier Two Corridor

Partner agencies: Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe

Carpentersville: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



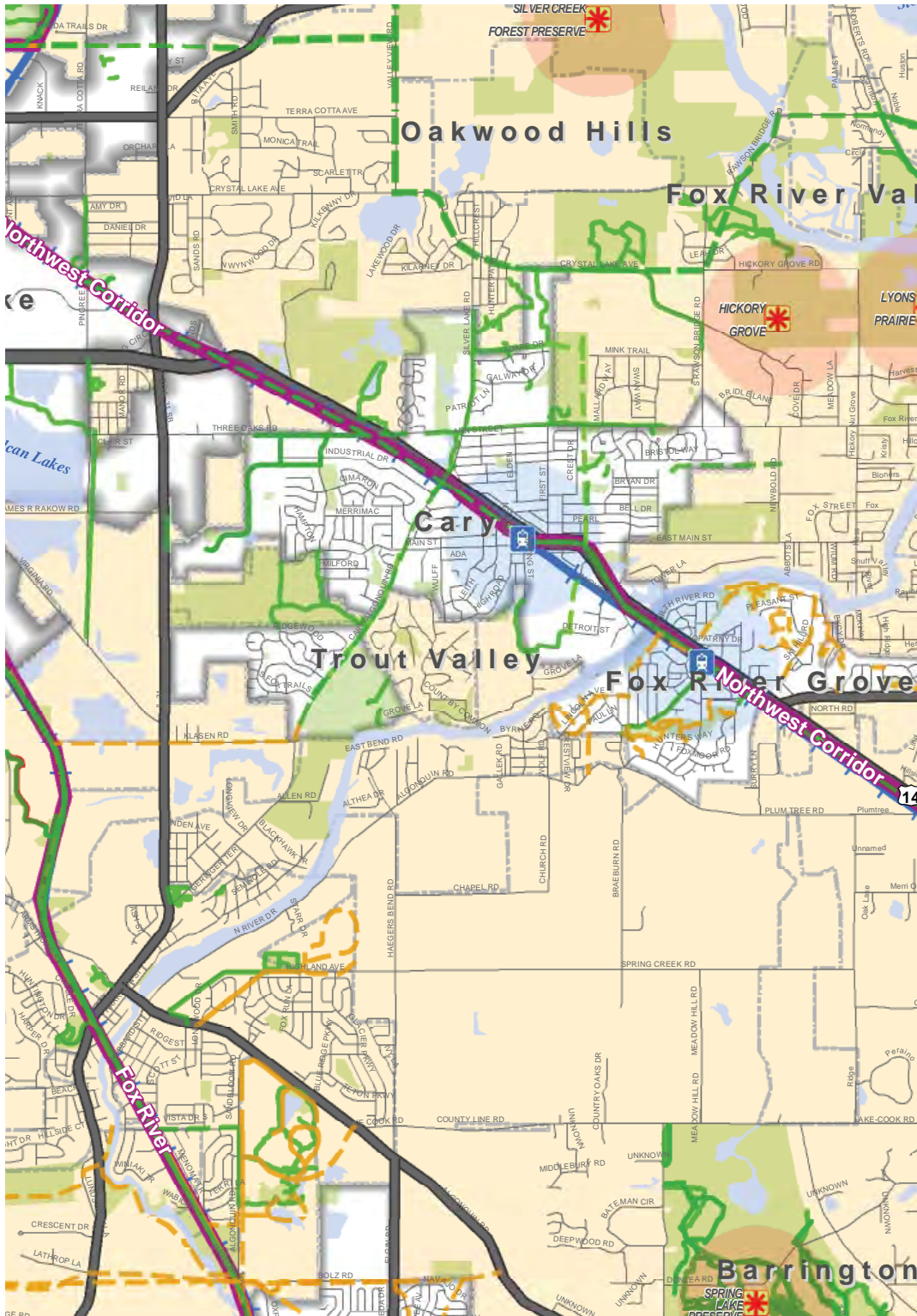
PROXIMATE TO HIGGINS Tier One Corridor

Partner agencies: East Dundee, South Barrington, Hoffman Estates, Schaumburg, Elk Grove Village

DUNDEE Tier Two Corridor

Partner agencies: Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe

Cary: NWMC 2010 Regional Corridors



Legend

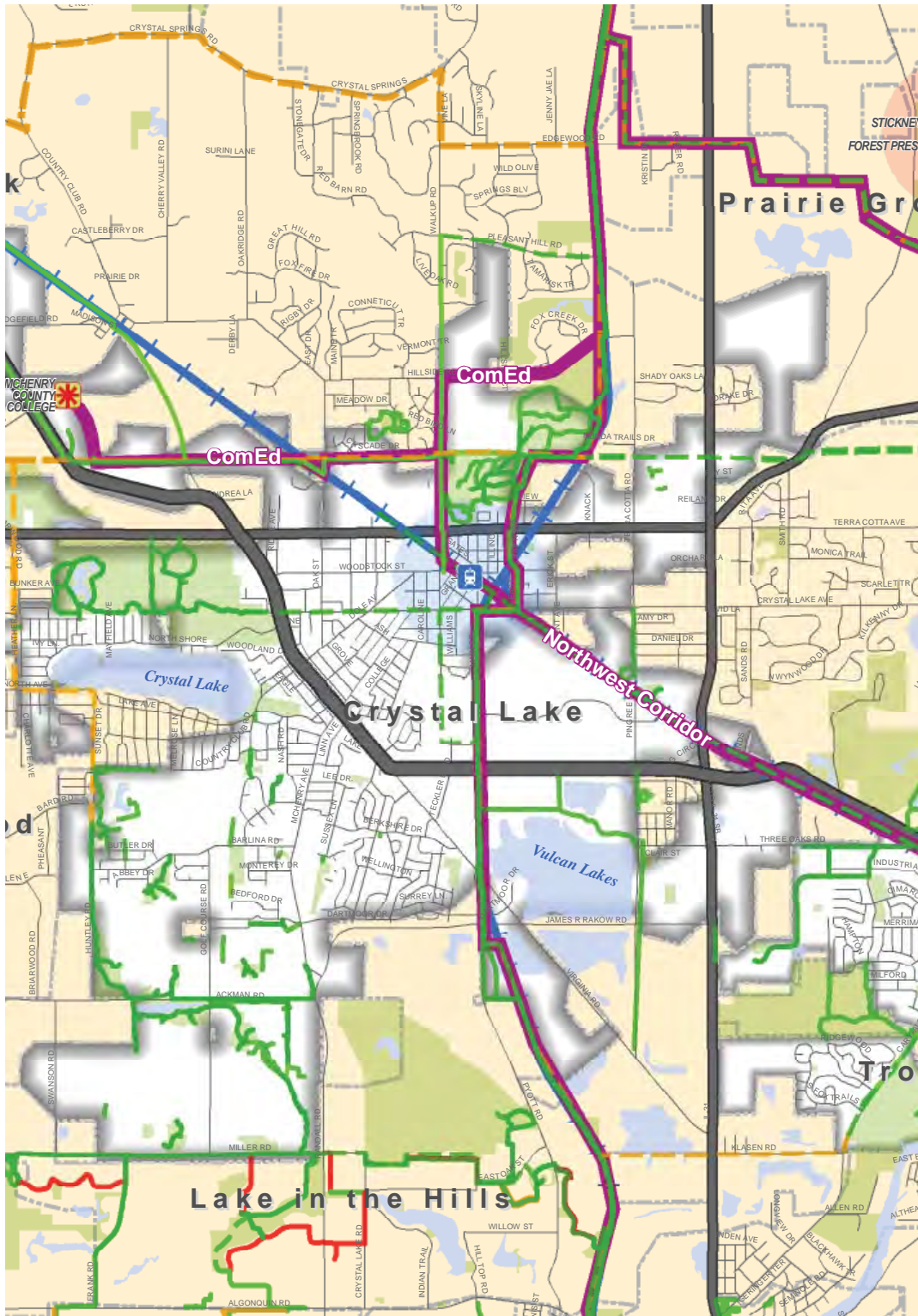
- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Programmed
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member



NORTHWEST Tier Two Corridor

Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

Crystal Lake: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



NORTHWEST

Tier Two Corridor

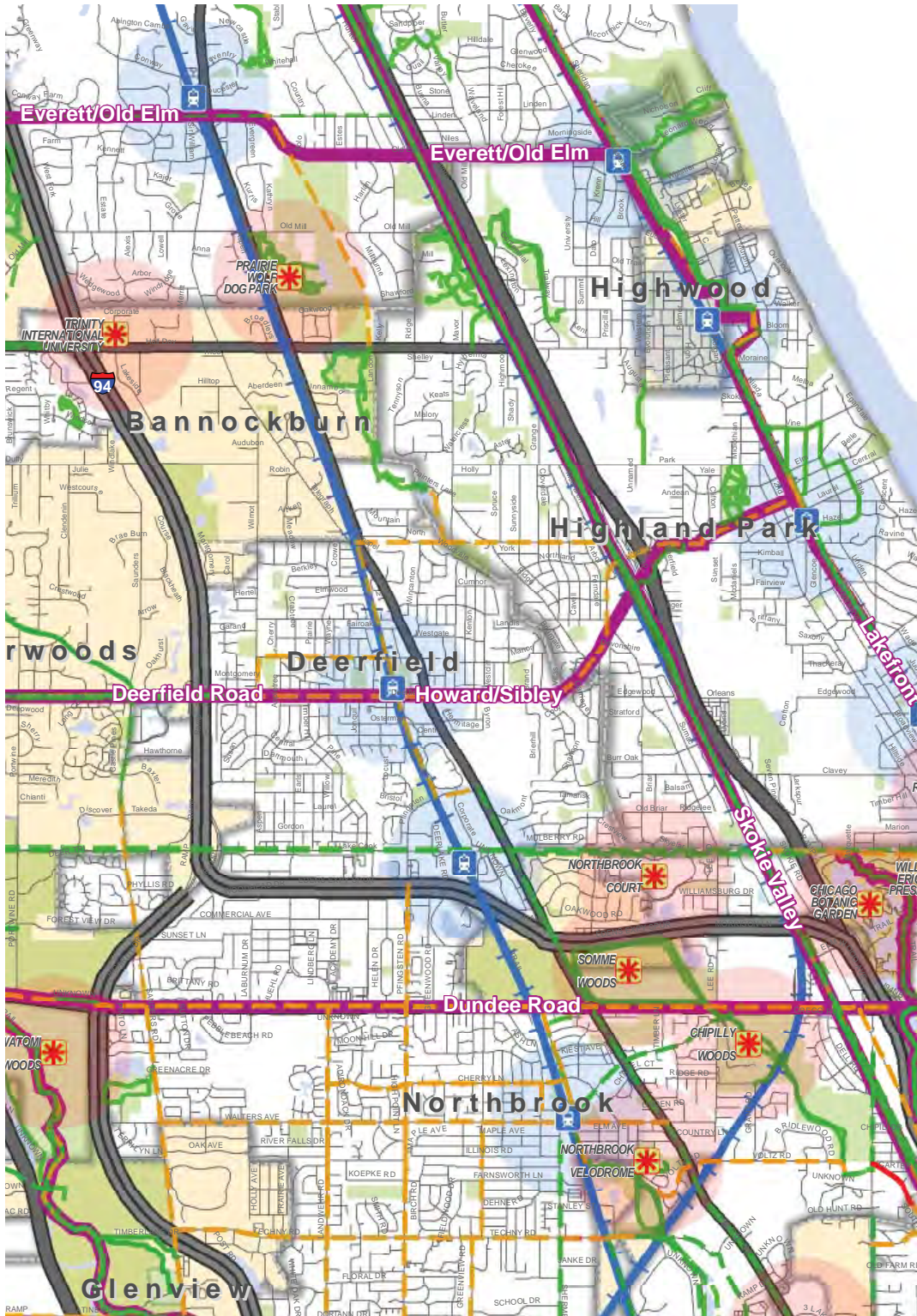
Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

COMED

Tier Three Corridor

Partner agencies: None

Deerfield: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member

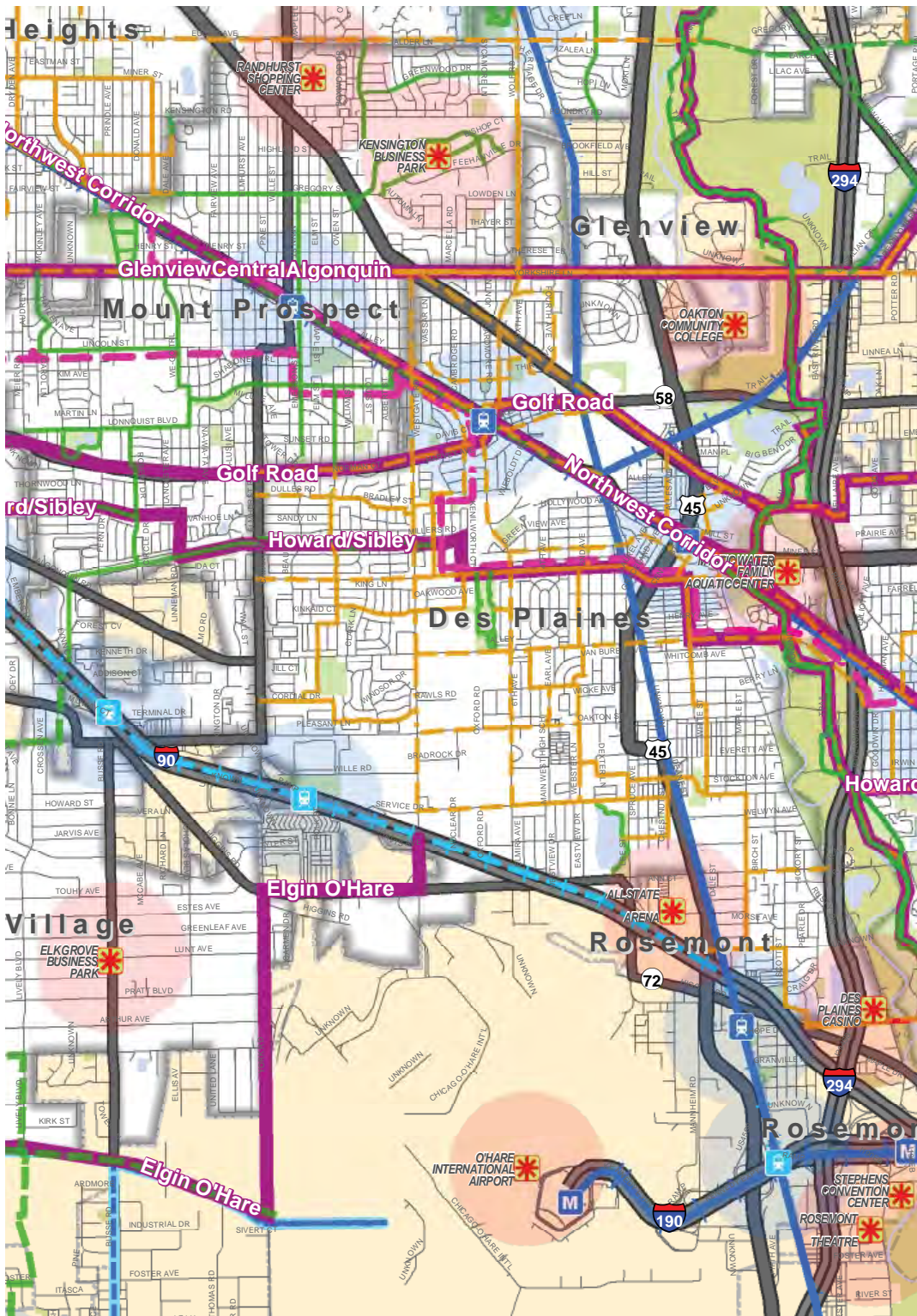


DEERFIELD

Tier One Corridor

Partner agencies: Buffalo Grove, Riverwoods, Deerfield, Highland Park, Long Grove, Palatine

Des Plaines: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- M METRA Station (Proposed)
- M METRA Station (Existing)
- C CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- M NWMC Member
- N NWMC Non-Member



HIGGINS

Tier One Corridor

Partner agencies: East Dundee, South Barrington, Hoffman Estates, Schaumburg, Elk Grove Village

GOLF

Tier One Corridor

Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

ALGONQUIN/GLENVIEW/ CENTRAL

Tier Two Corridor

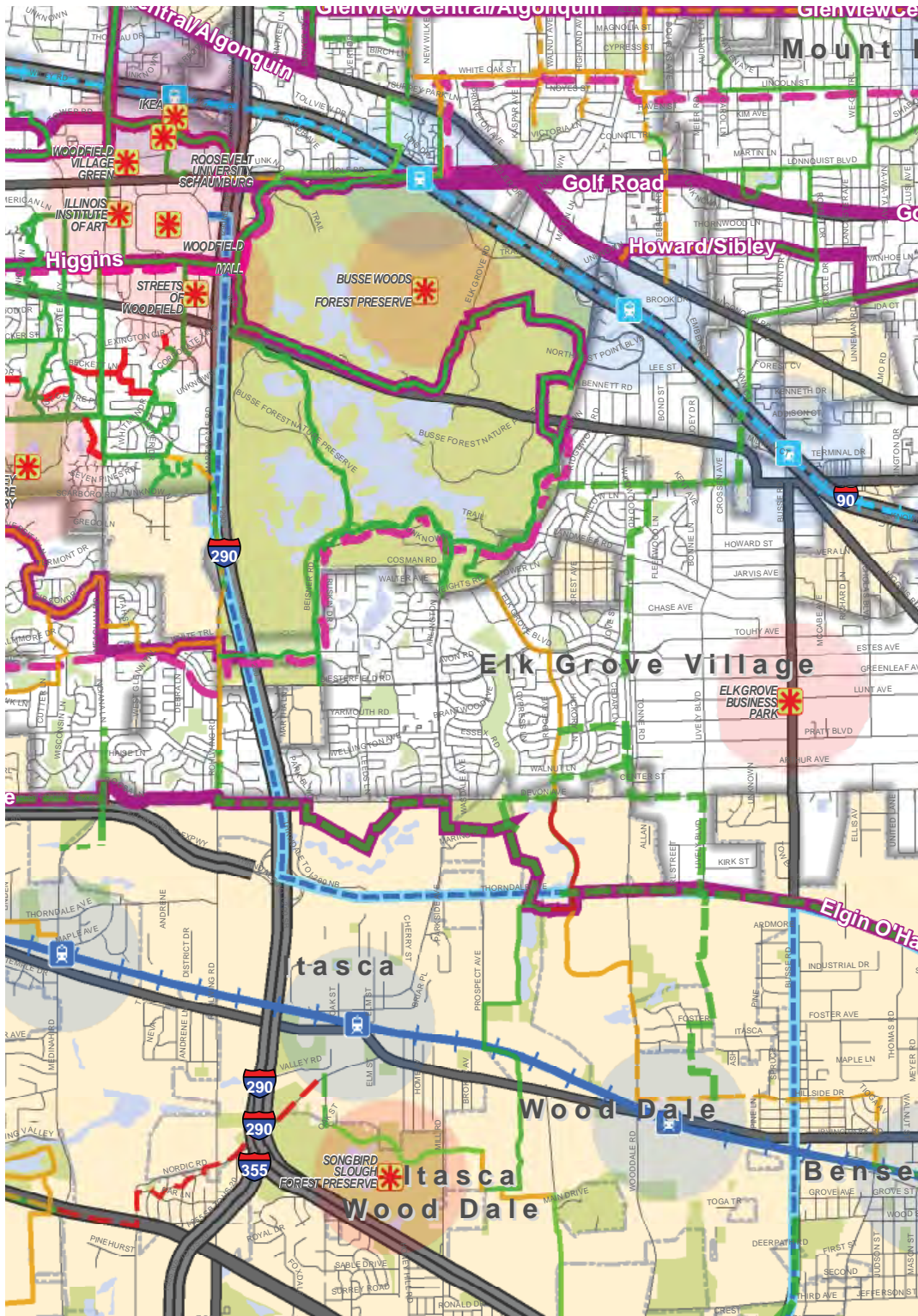
Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

NORTHWEST

Tier Two Corridor

Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

Elk Grove Village: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- - - Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- - - Path/Trail, Planned
- - - Path/Trail, Programmed
- * Destinations
- * 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



FAIRFIELD/QUENTIN

Tier One Corridor

Partner agencies: Hawthorn Woods, Forest Lake, Lake Zurich, Kildeer, Deer Park, Palatine, Schaumburg, Rolling Meadows, Elk Grove Village

HIGGINS

Tier One Corridor

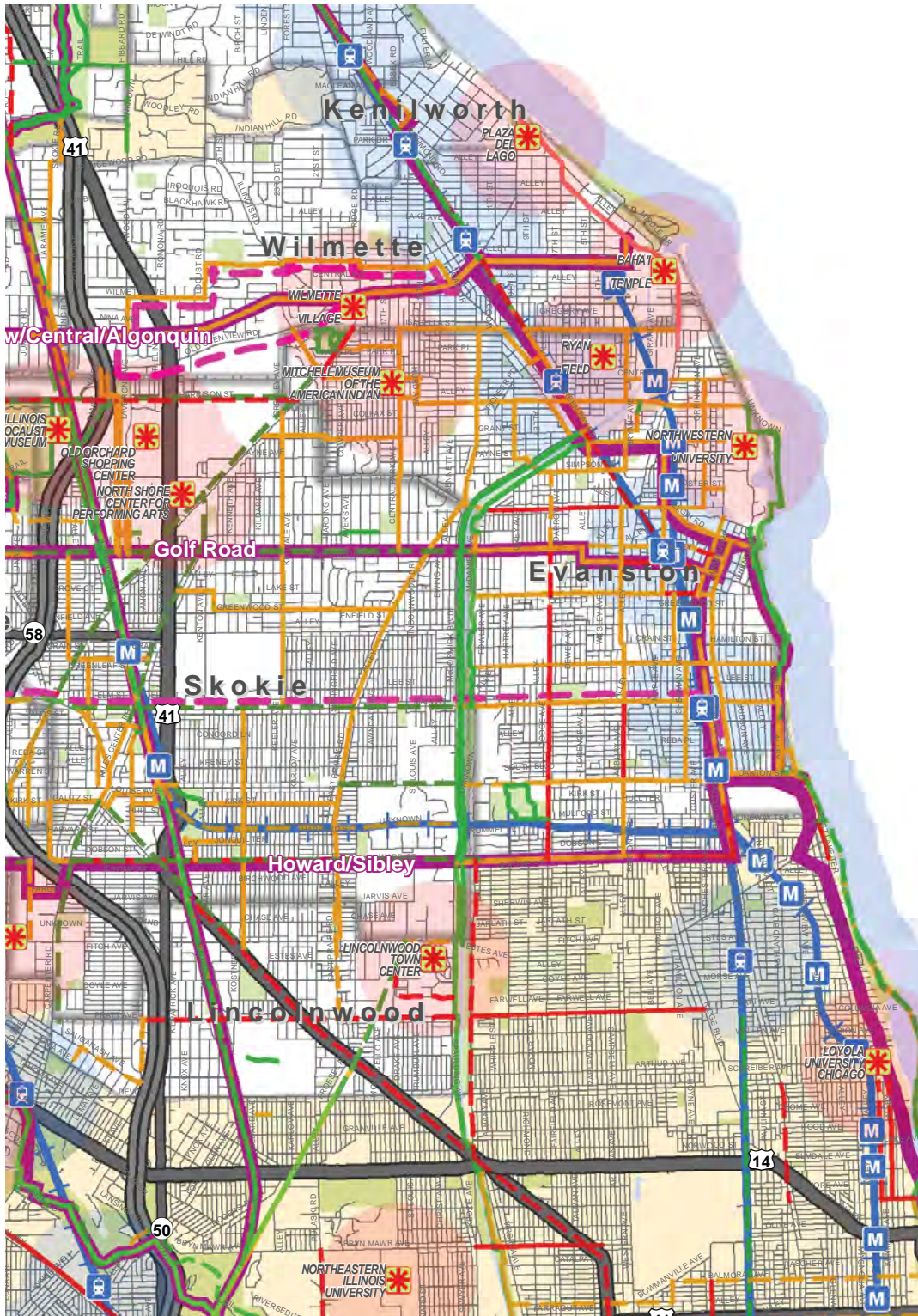
Partner agencies: East Dundee, South Barrington, Hoffman Estates, Schaumburg, Elk Grove Village

IRVING PARK

Tier Two Corridor

Partner agencies: Elgin, Streamwood, Hanover Park, Schaumburg, Elk Grove Village, Roselle

Evanston: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors
- Route Recommendations
 - Primary Alignment
 - Alternate Alignment
- Municipal Bike Plans
 - Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations
 - 1/2 Mile From Destination
- Metra Stations
 - METRA Station (Proposed)
 - METRA Station (Existing)
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 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



HOWARD/SIBLEY

Tier One Corridor

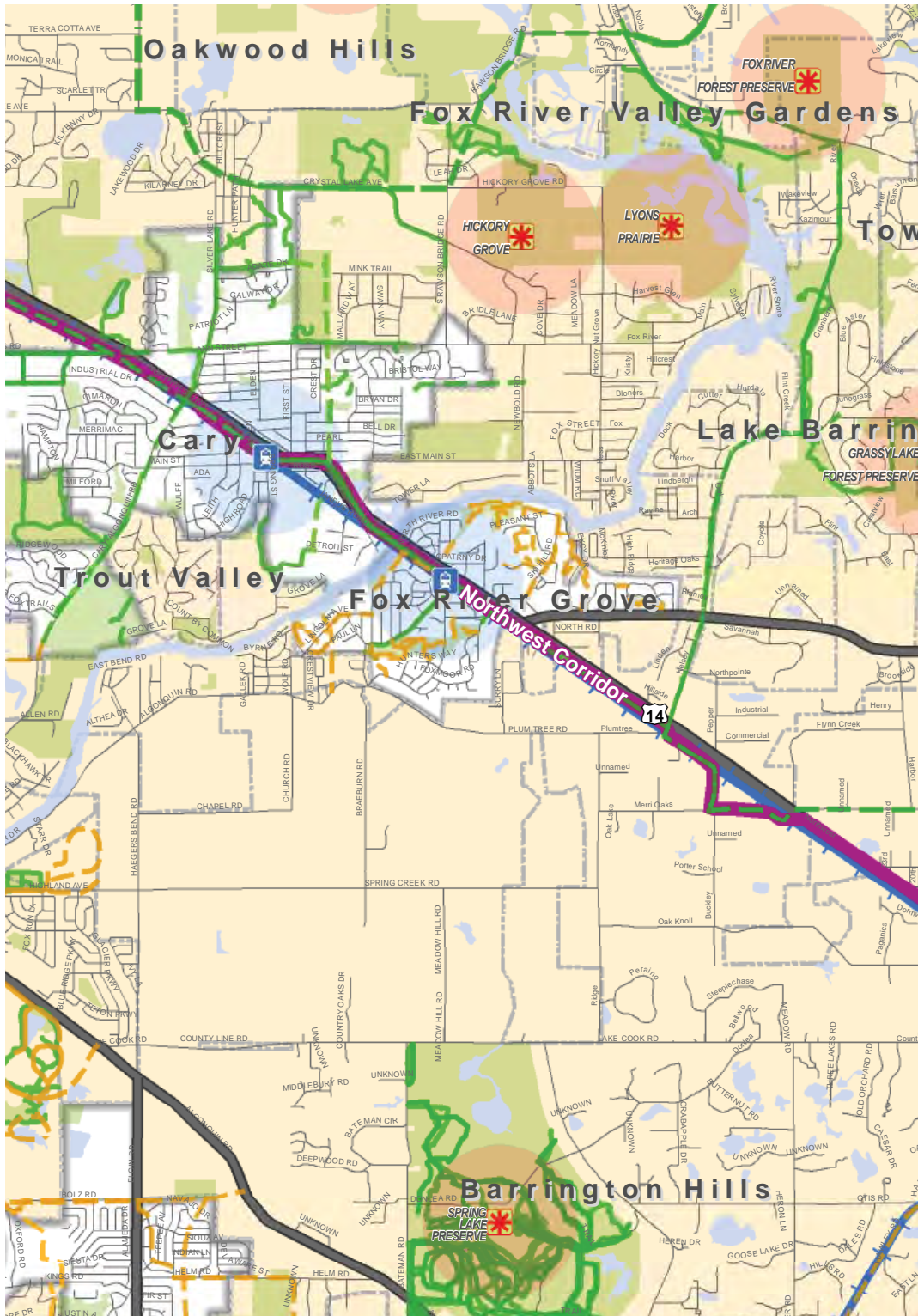
Partner agencies: Niles, Morton Grove, Skokie, Evanston

GOLF

Tier One Corridor

Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

Fox River Grove: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member

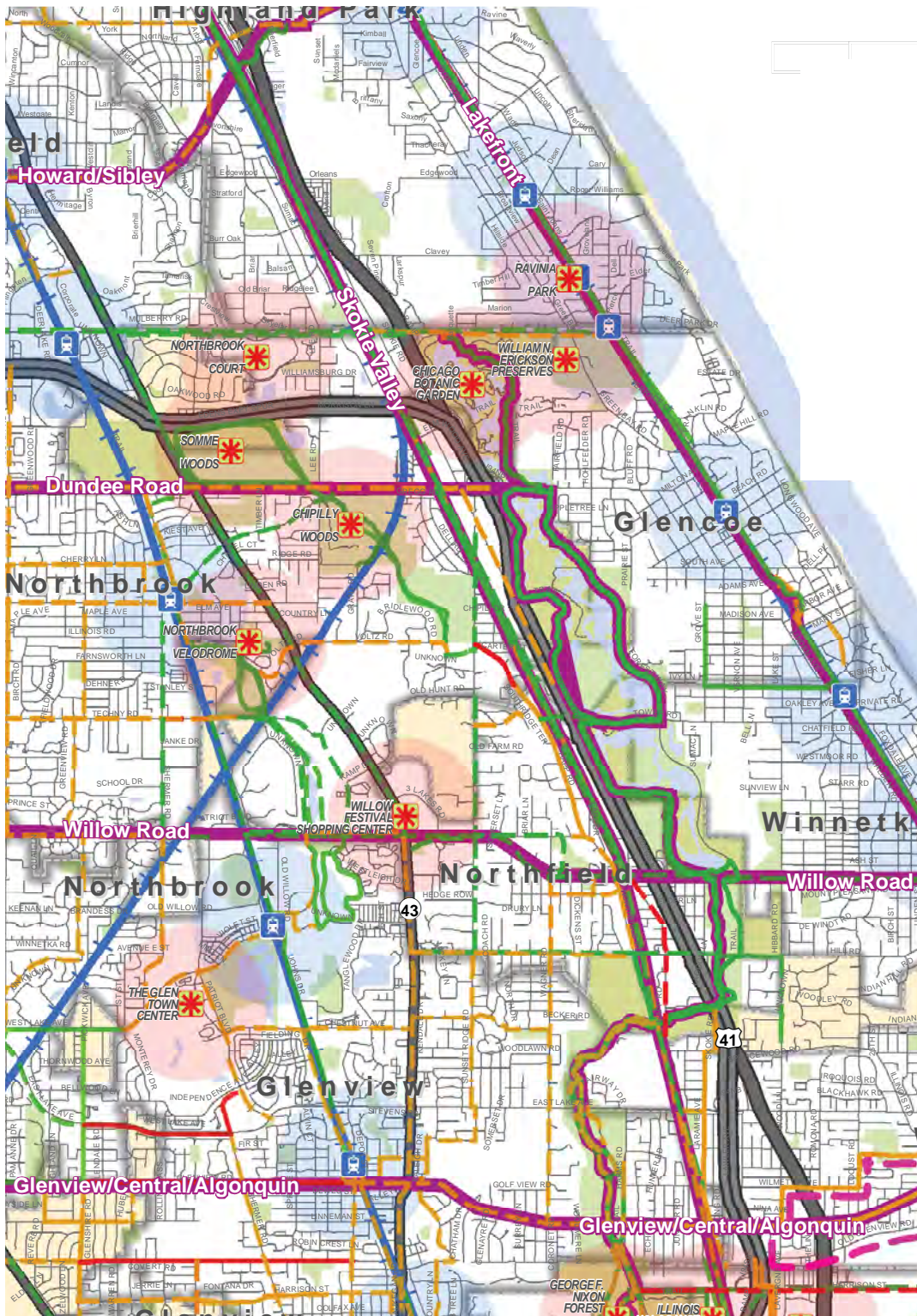


NORTHWEST

Tier Two Corridor

Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

Glencoe: NWMC 2010 Regional Corridors



Legend

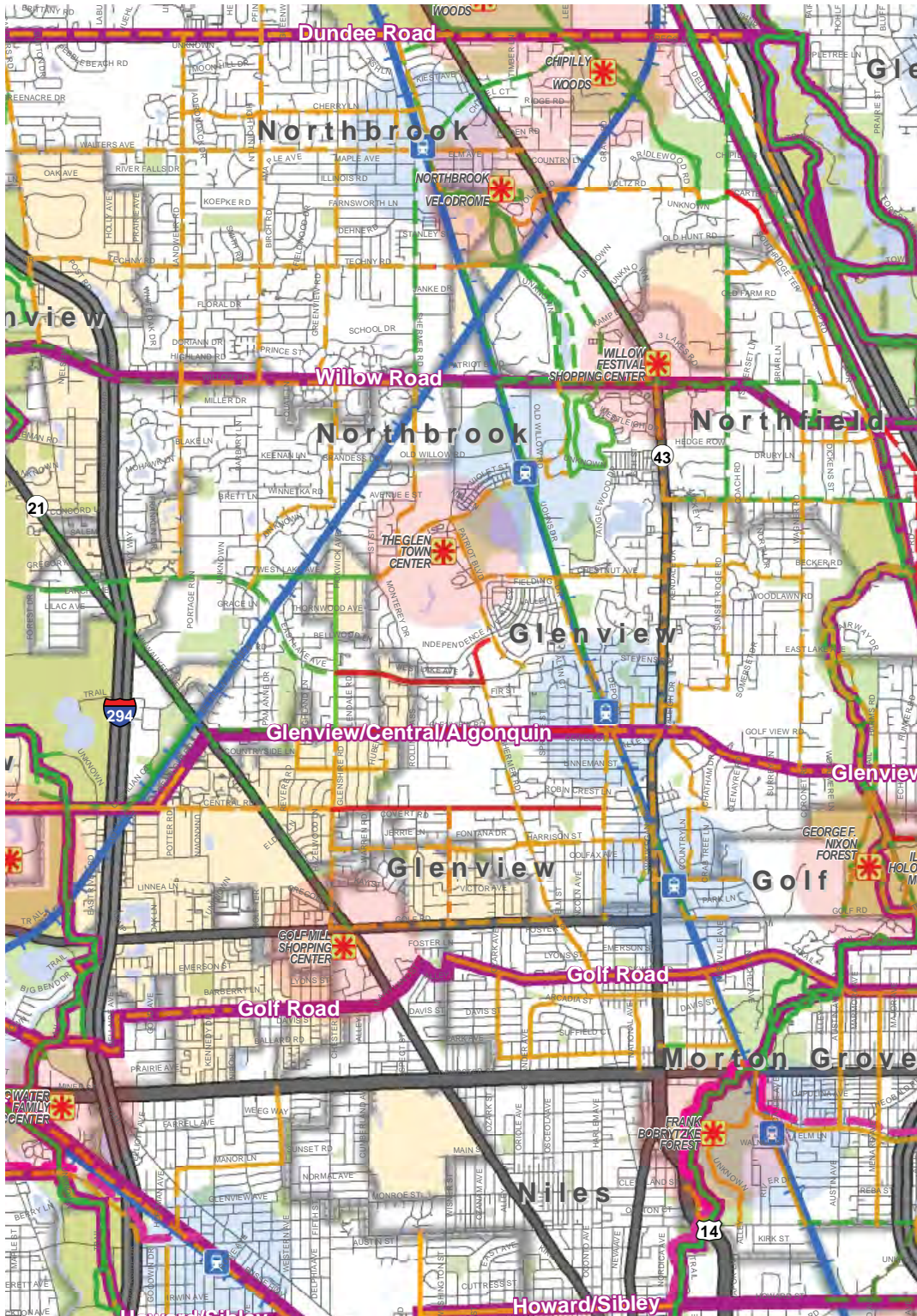
- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - - - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - - - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - - - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations**
- Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member



ALGONQUIN/GLENVIEW/ CENTRAL Tier Two Corridor

Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

Glenview: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



ALGONQUIN/GLENVIEW/ CENTRAL

Tier Two Corridor

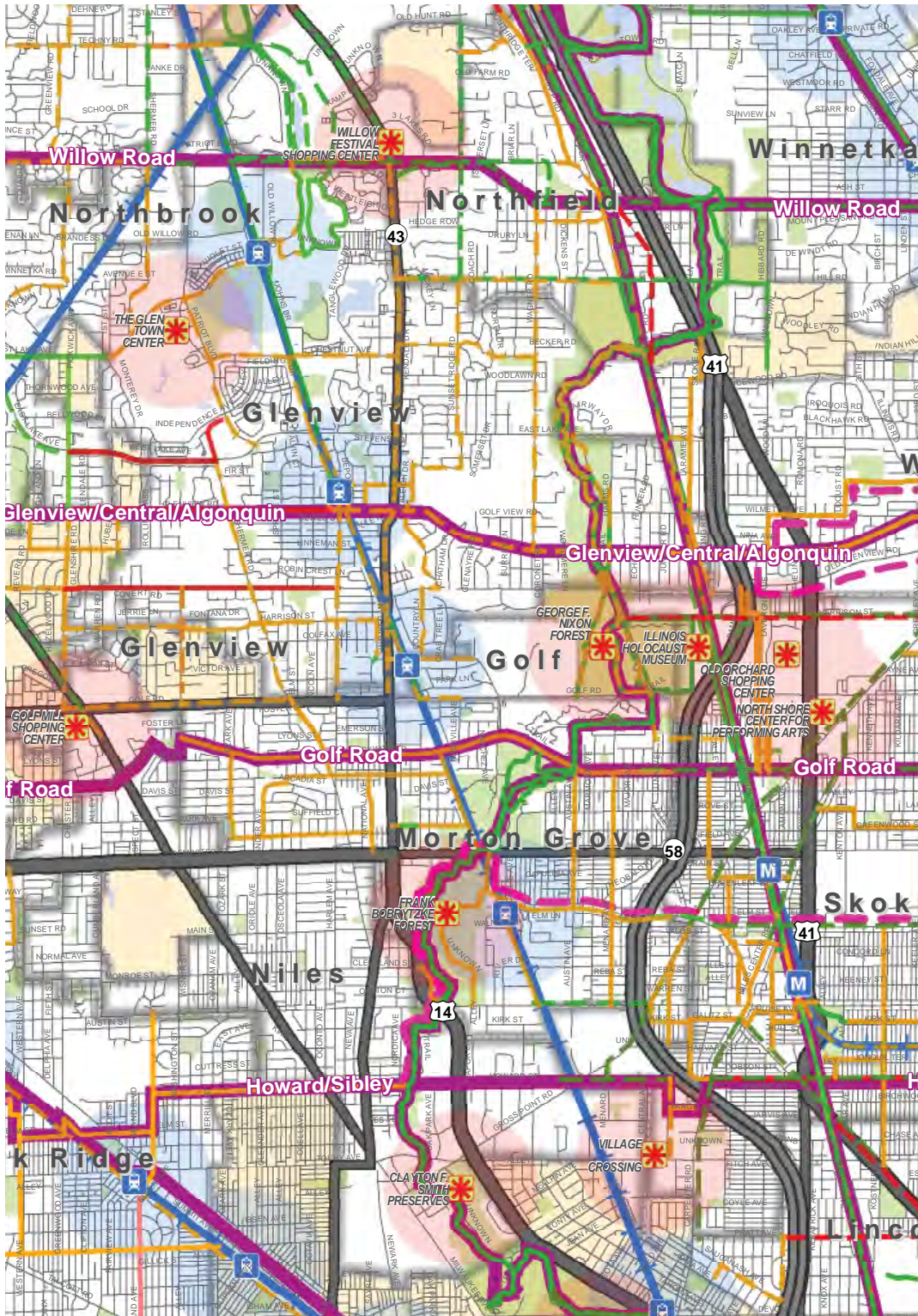
Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

WILLOW

Tier Three Corridor

Partner agencies: Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka

Golf: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - - - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - - - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - - - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member

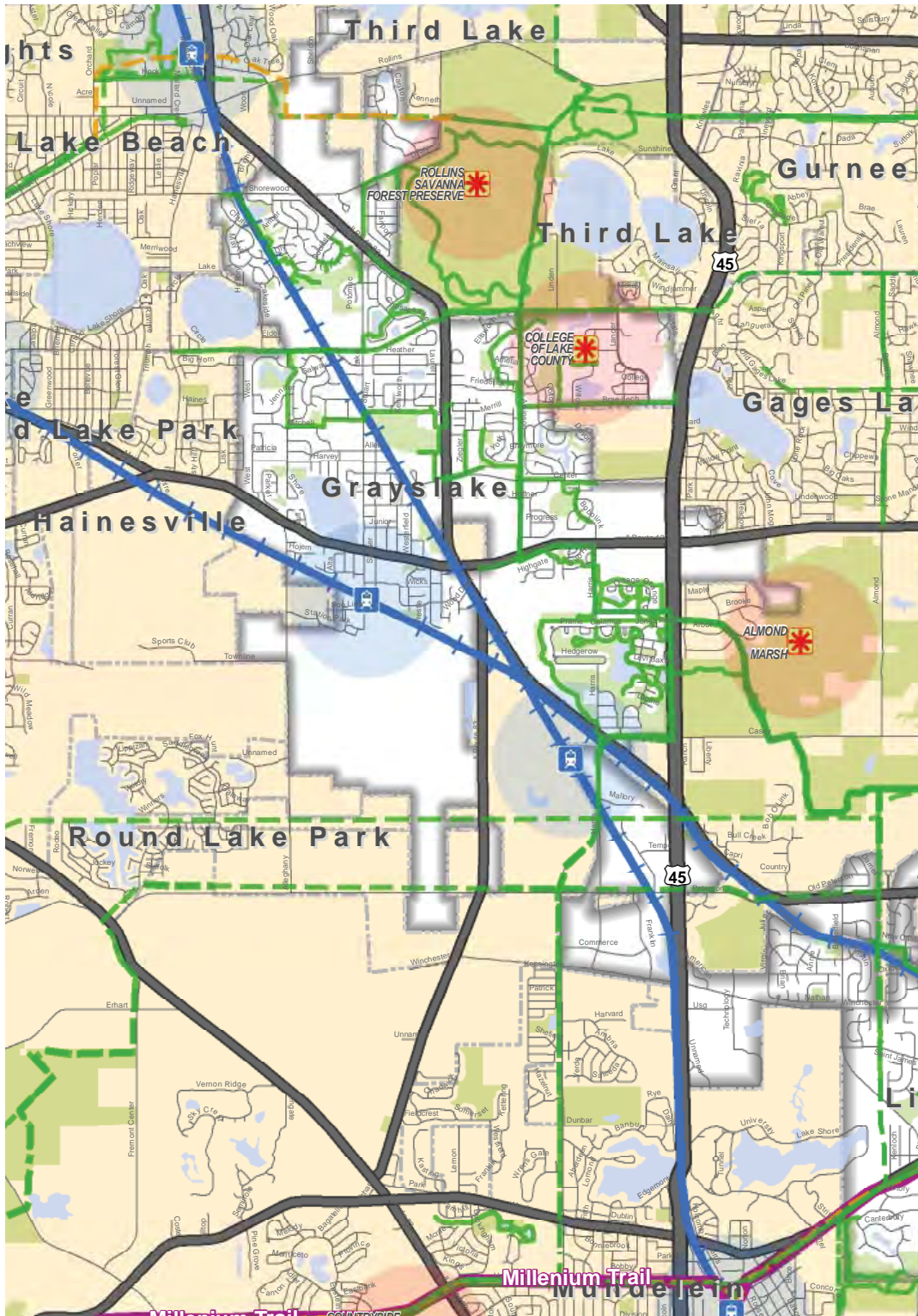


GOLF

Tier One Corridor

Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

Grayslake: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- Destinations
- 1/2 Mile From Destination
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- METRA Station (Proposed)
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- 1/2 Mile From Transit
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- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



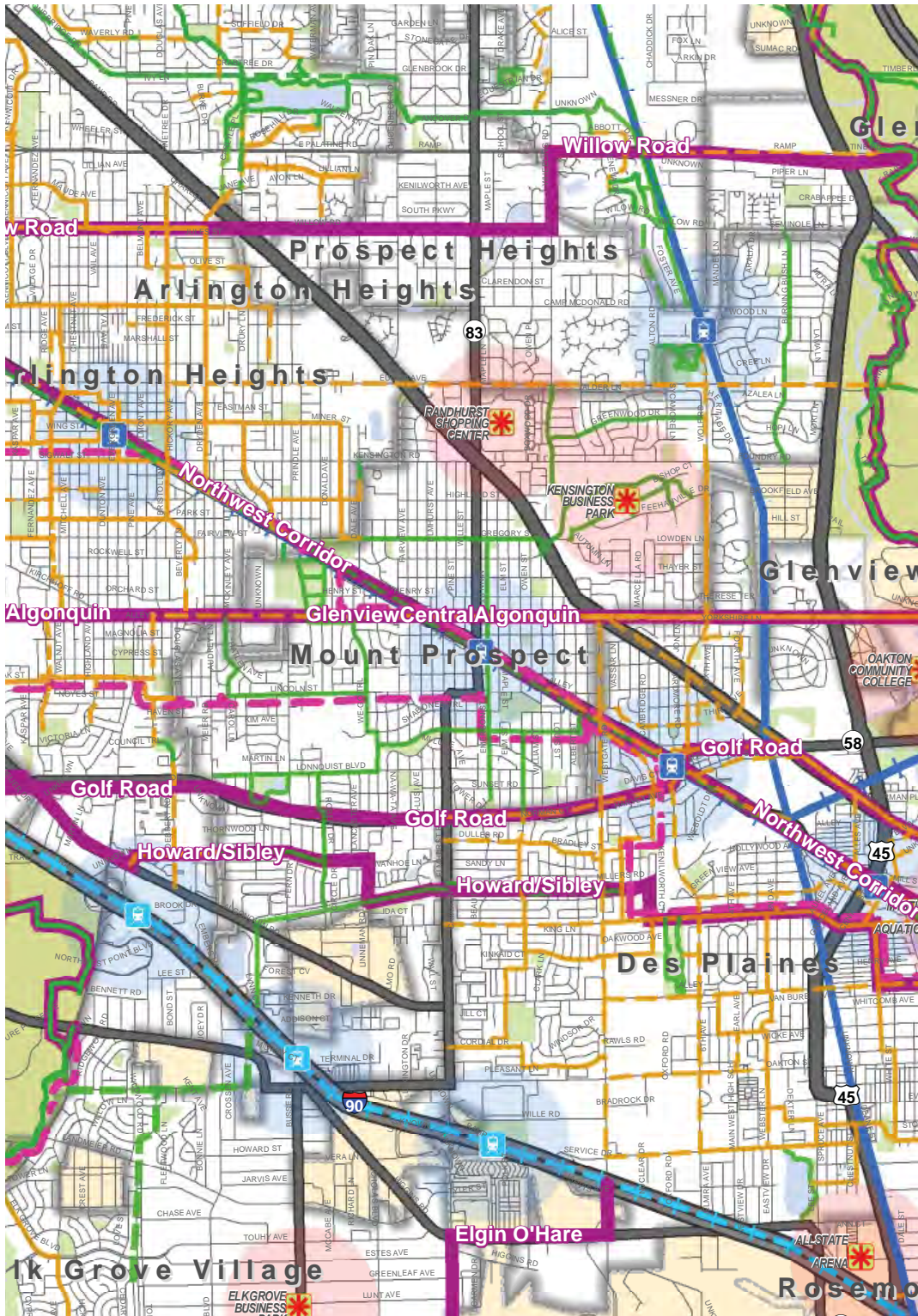
SHOULD CONNECT INTO SKOKIE VALLEY Tier One Corridor

Partner agencies: Chicago, Glencoe, Glenview, Highland Park, Lake Bluff, Lake Forest, Lincolnwood, North Chicago, Northbrook, Northfield, Skokie, Waukegan, Wilmette

SHOULD CONNECT INTO MILLENNIUM TRAIL Tier Three Corridor

Partner agencies: Green Oaks, Island Lake, Lake Bluff, Lake Forest, Libertyville, Hawthorn Woods, Mundelein, Prairie Grove, Wauconda

Hanover Park: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

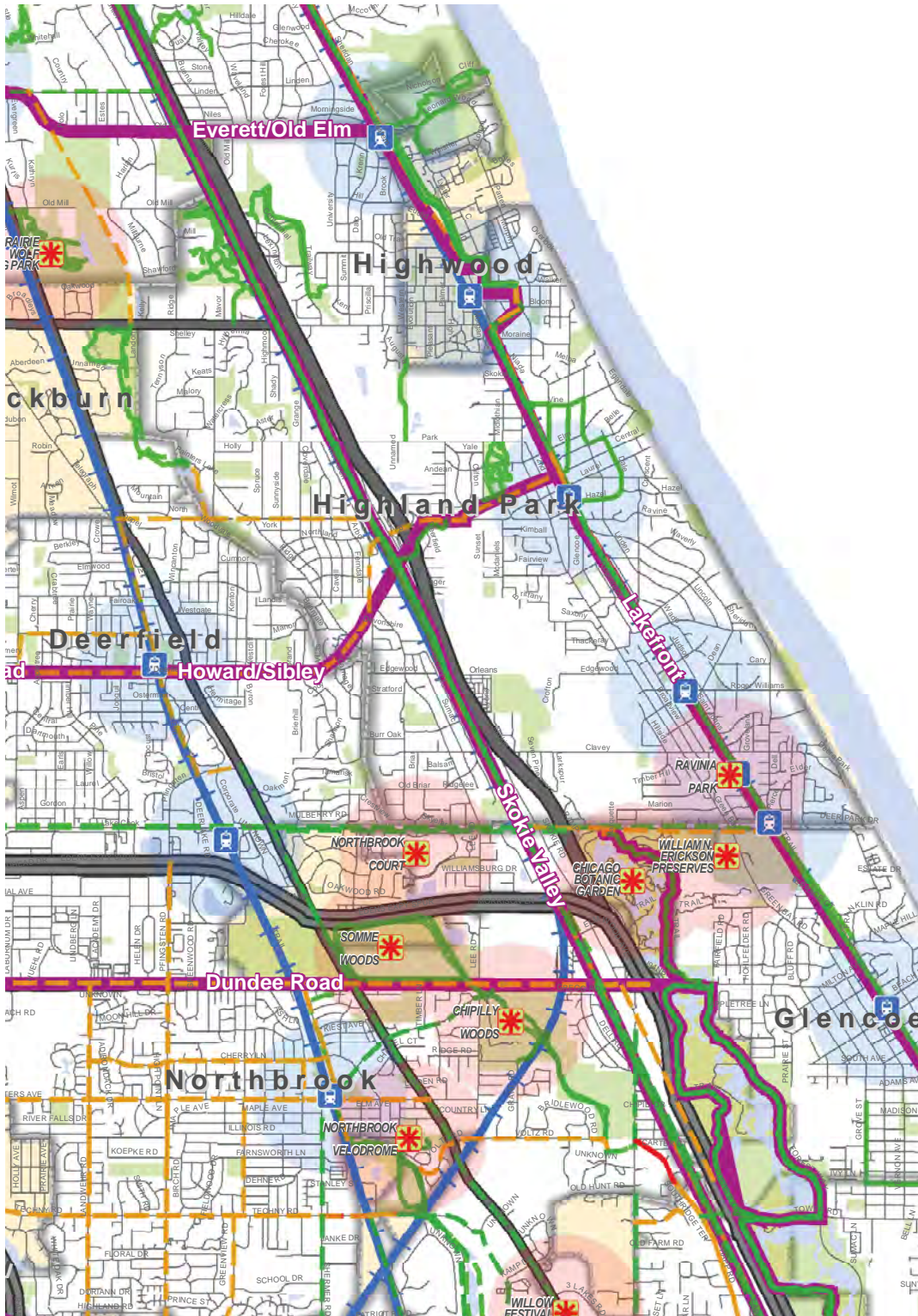
- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



IRVING PARK Tier Two Corridor

Partner agencies: Elgin, Streamwood,
Hanover Park, Schaumburg, Elk
Grove Village, Roselle

Highland Park: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Programmed
- Destinations**
- * 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
- 1/2 Mile From Transit**
- CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Interstates**
- Highways**
- State Routes**
- Water**
- Open Space**
- NWMC Member**
- NWMC Non-Member**



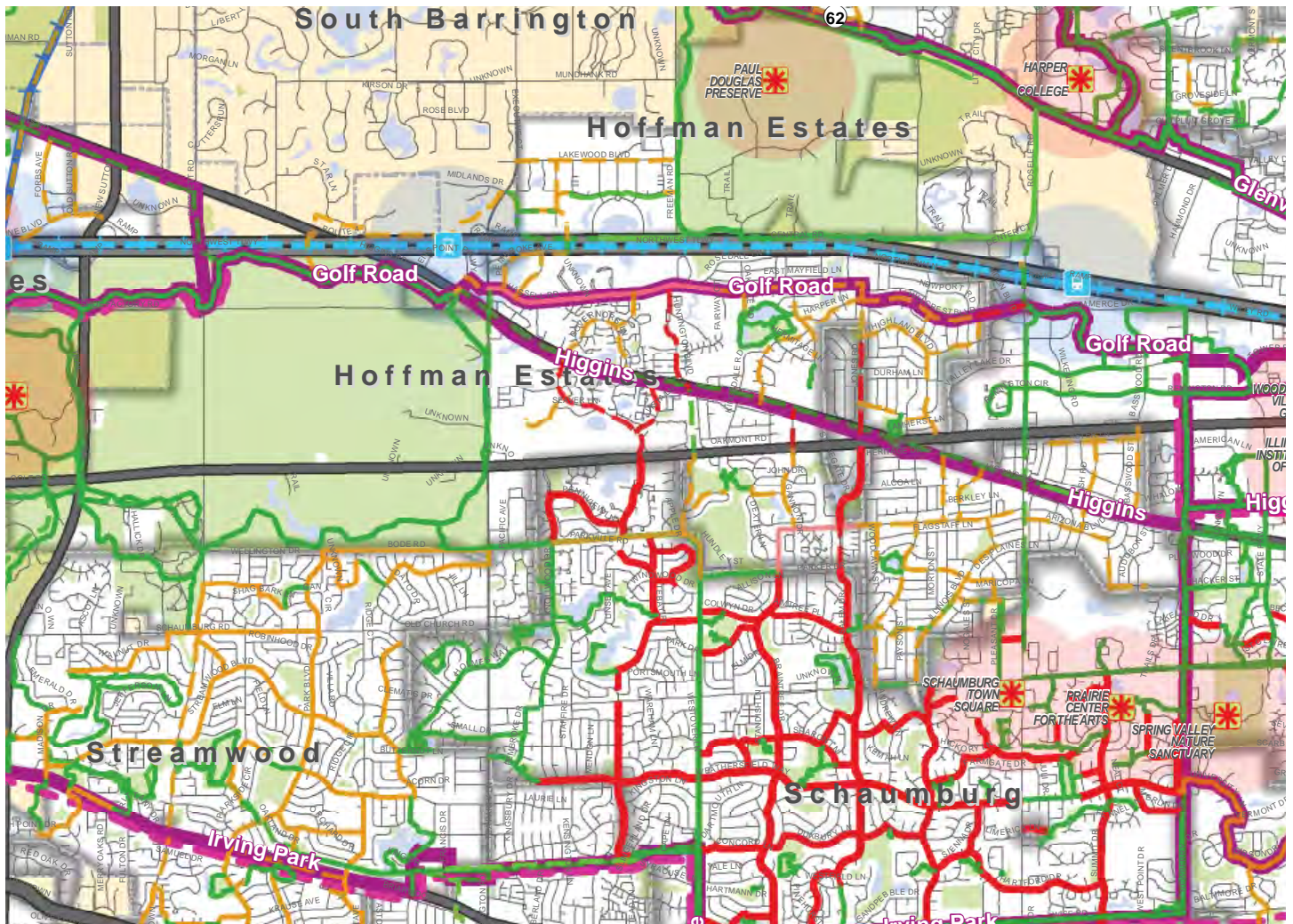
DEERFIELD Tier One Corridor

Partner agencies: Buffalo Grove, Riverwoods, Deerfield, Highland Park, Long Grove, Palatine

EVERETT/OLD ELM CORRIDOR Tier Three Corridor

Partner agencies: Mettawa, Lincolnshire, Lake Forest, Highland Park

Hoffman Estates: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed

- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed

Metra Stations

- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)

- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



HIGGINS *Tier One Corridor*

Partner agencies: East Dundee, South Barrington, Hoffman Estates, Schaumburg, Elk Grove Village

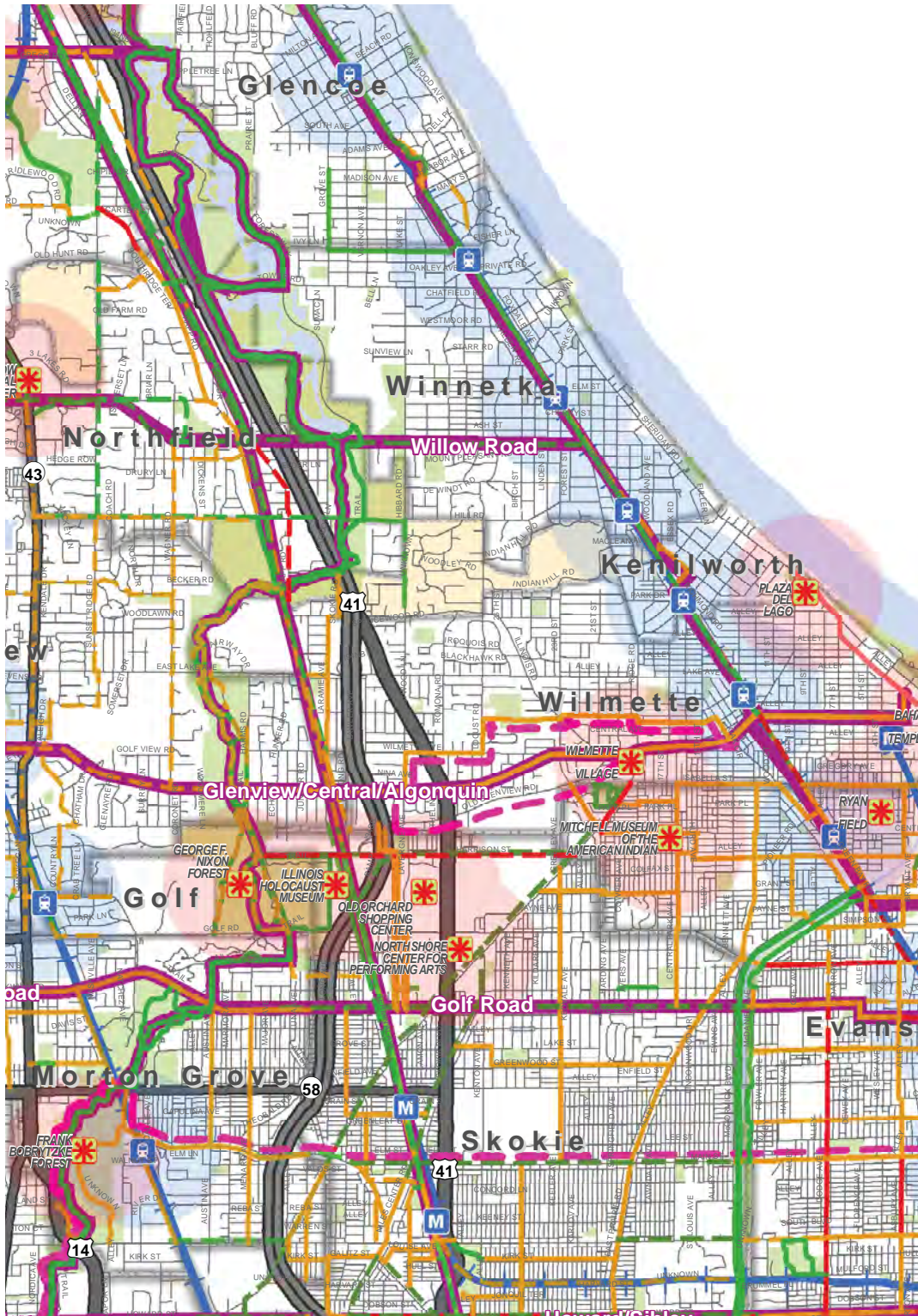
GOLF *Tier One Corridor*

Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

ALGONQUIN/GLENVIEW/ CENTRAL *Tier Two Corridor*

Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

Kenilworth: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member



PROXIMATE TO ALGONQUIN/ GLENVIEW/CENTRAL

Tier Two Corridor

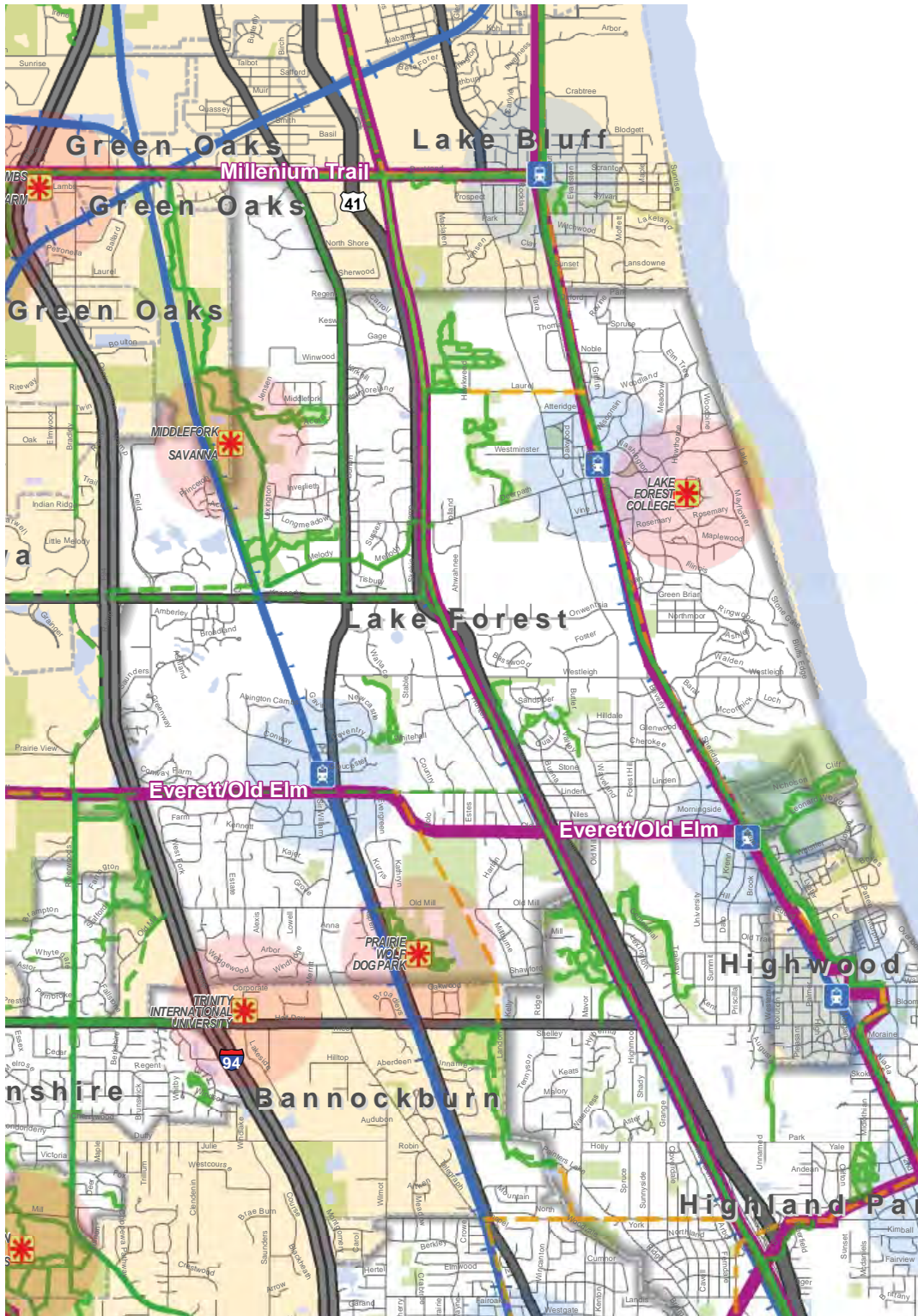
Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

PROXIMATE TO WILLOW

Tier Three Corridor

Partner agencies: Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka

Lake Forest: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



SKOKIE VALLEY

Tier One Corridor

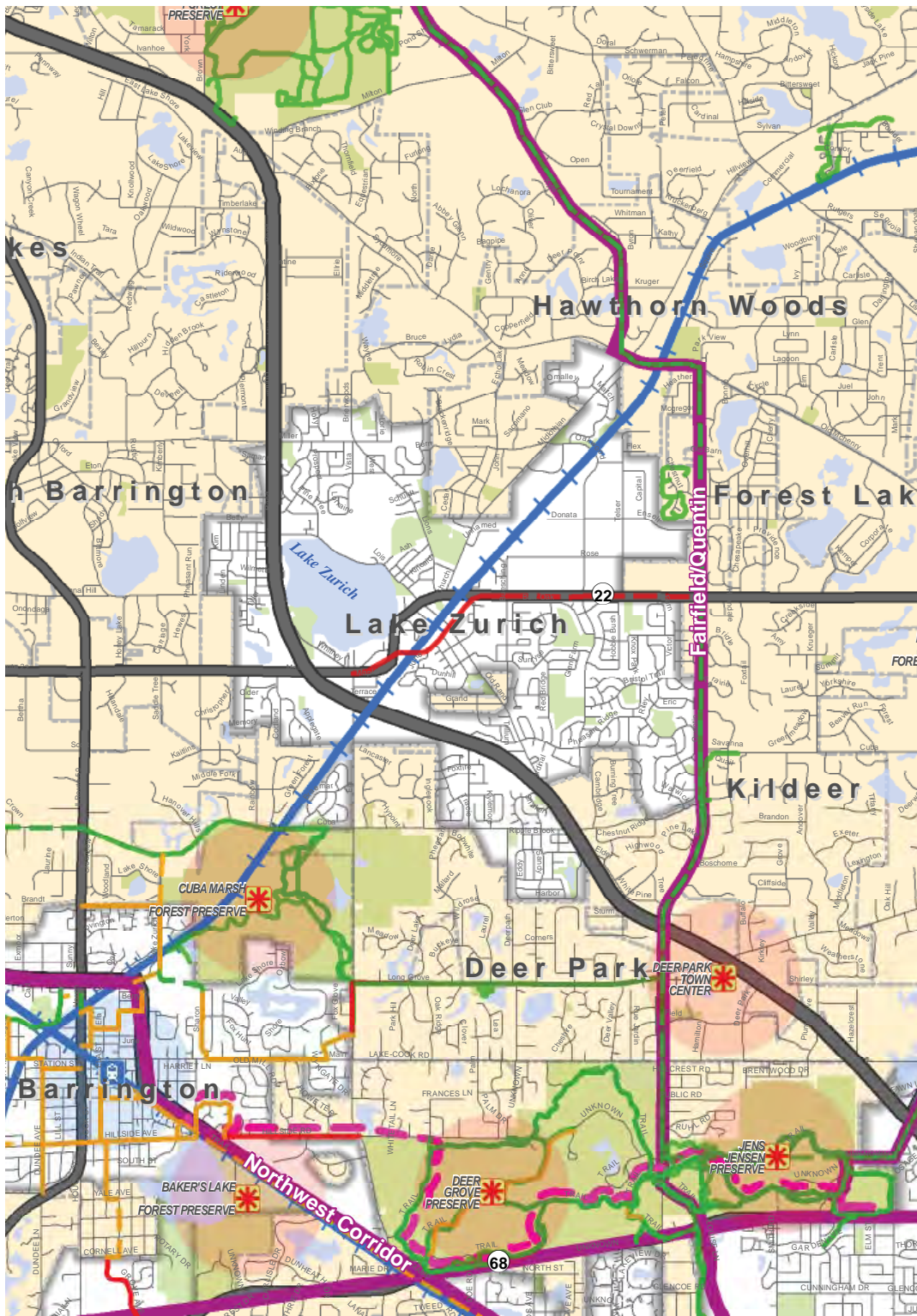
Partner agencies: Chicago, Glencoe, Glenview, Highland Park, Lake Bluff, Lake Forest, Lincolnwood, North Chicago, Northbrook, Northfield, Skokie, Waukegan, Wilmette

EVERETT/OLD ELM CORRIDOR

Tier Three Corridor

Partner agencies: Mettawa, Lincolnshire, Lake Forest, Highland Park

Lake Zurich: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - - - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - - - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - - - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member

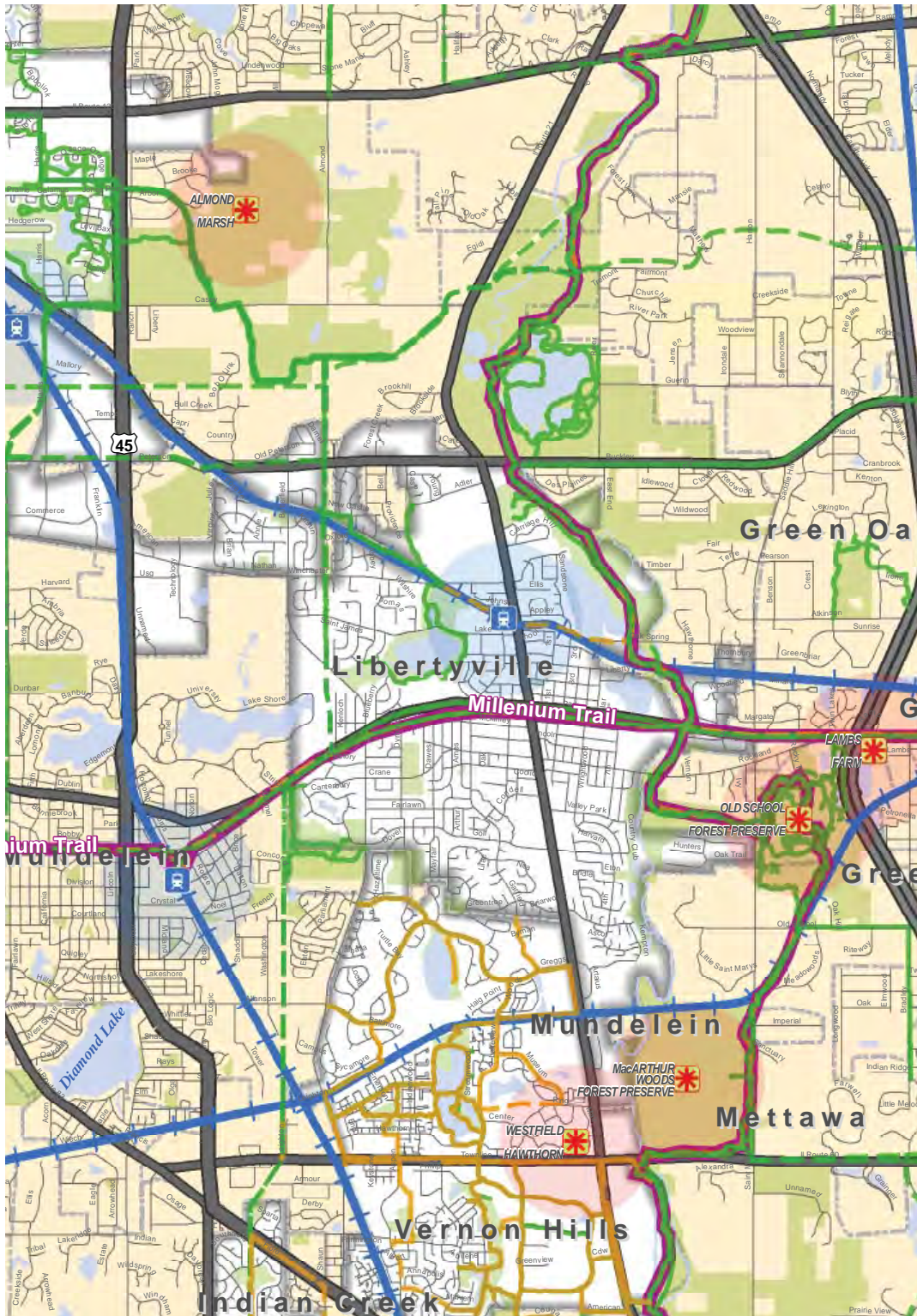


FAIRFIELD/QUENTIN

Tier One Corridor

Partner agencies: Hawthorn Woods, Forest Lake, Lake Zurich, Kildeer, Deer Park, Palatine, Schaumburg, Rolling Meadows, Elk Grove Village

Libertyville: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors
Route Recommendations

- Primary Alignment
- Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- Bike Route, Future
- Bike Route, Planned
- Path/Trail, Existing
- Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member

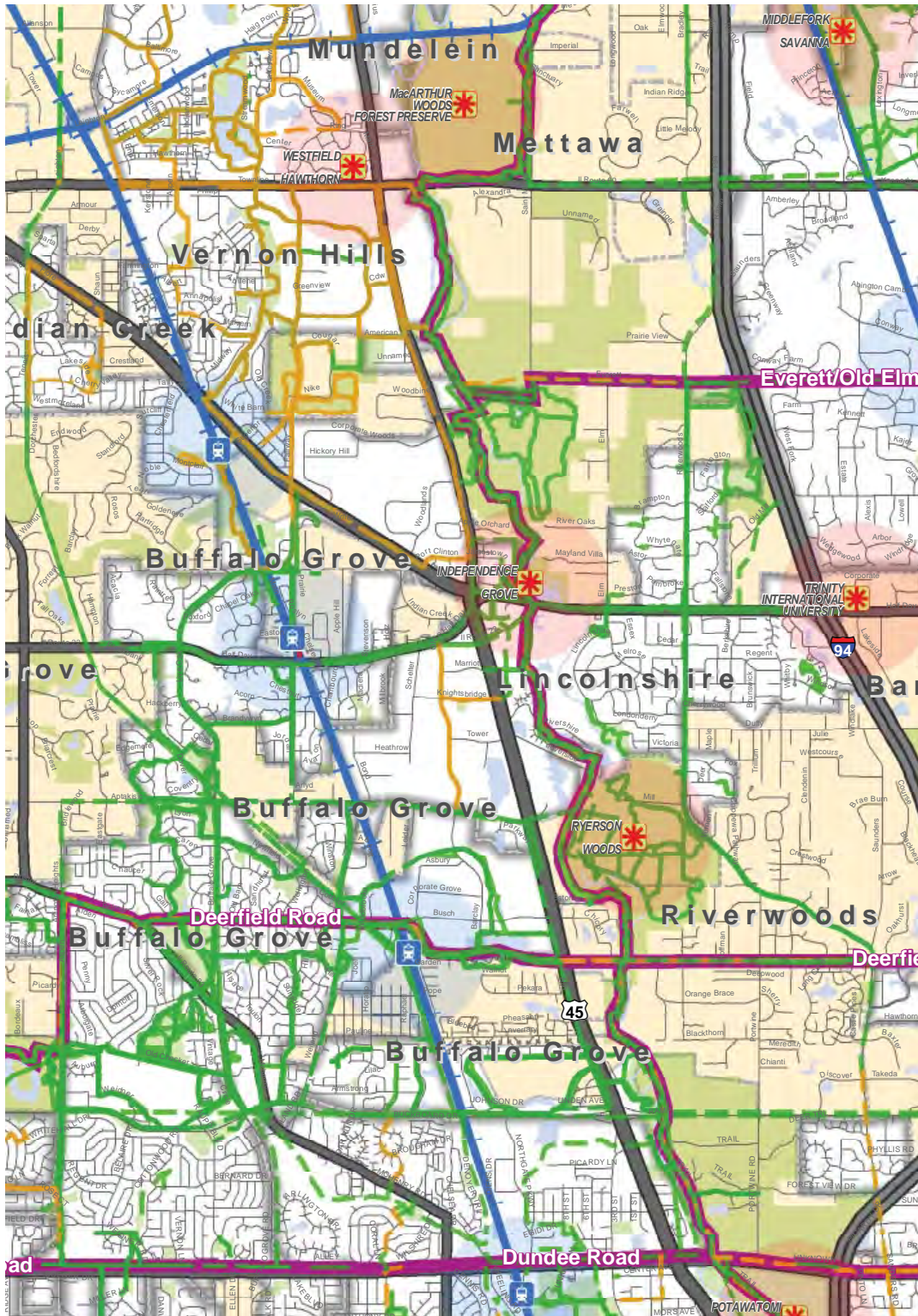


MILLENNIUM TRAIL

Tier Three Corridor

Partner agencies: Green Oaks,
Island Lake, Lake Bluff, Lake Forest,
Libertyville, Hawthorn Woods,
Mundelein, Prairie Grove, Wauconda

Lincolnshire: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member

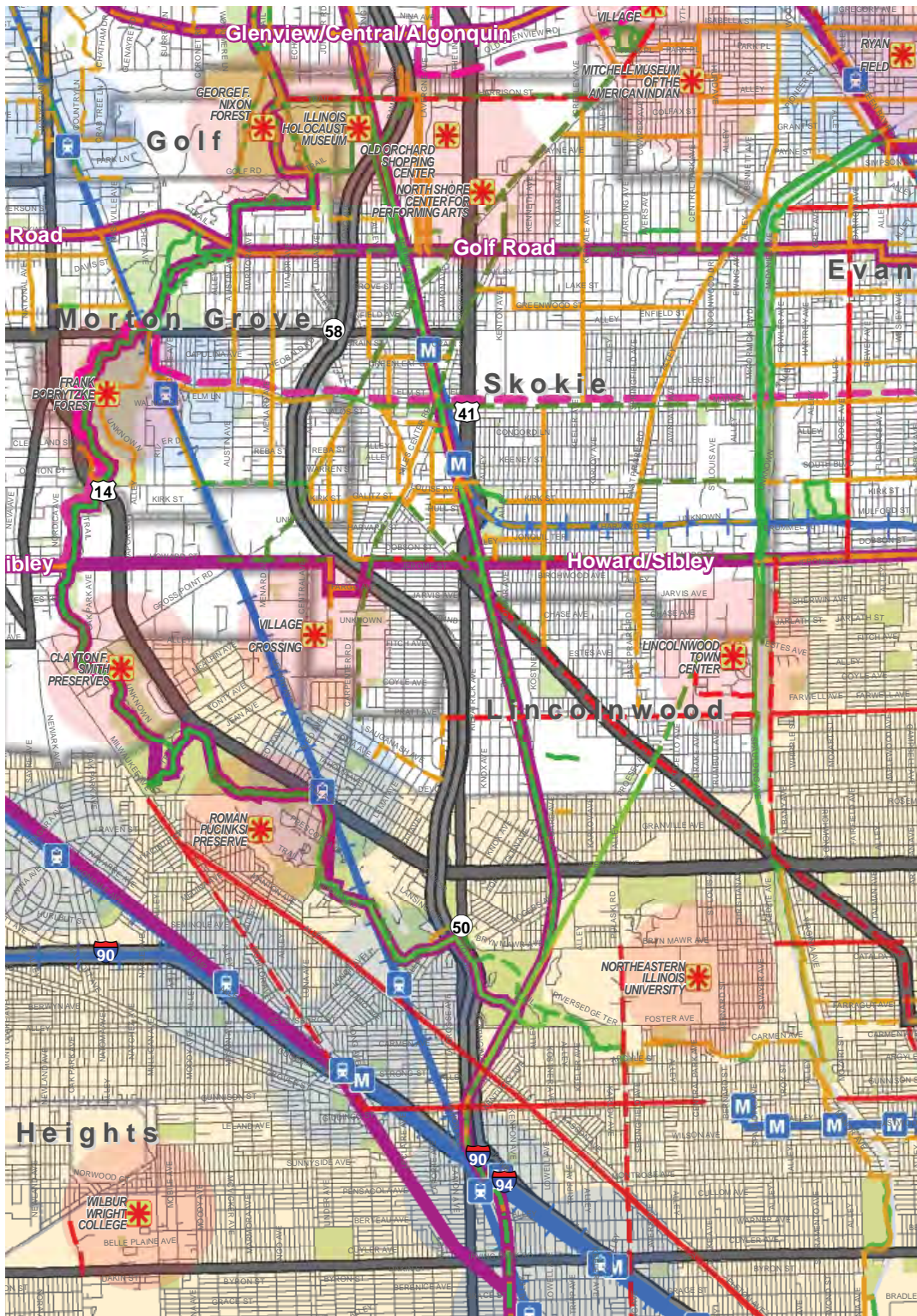


EVERETT/OLD ELM CORRIDOR

Tier Three Corridor

Partner agencies: Mettawa,
Lincolnshire, Lake Forest,
Highland Park

Lincolnwood: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- M METRA Station (Proposed)
- M METRA Station (Existing)
- M CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member

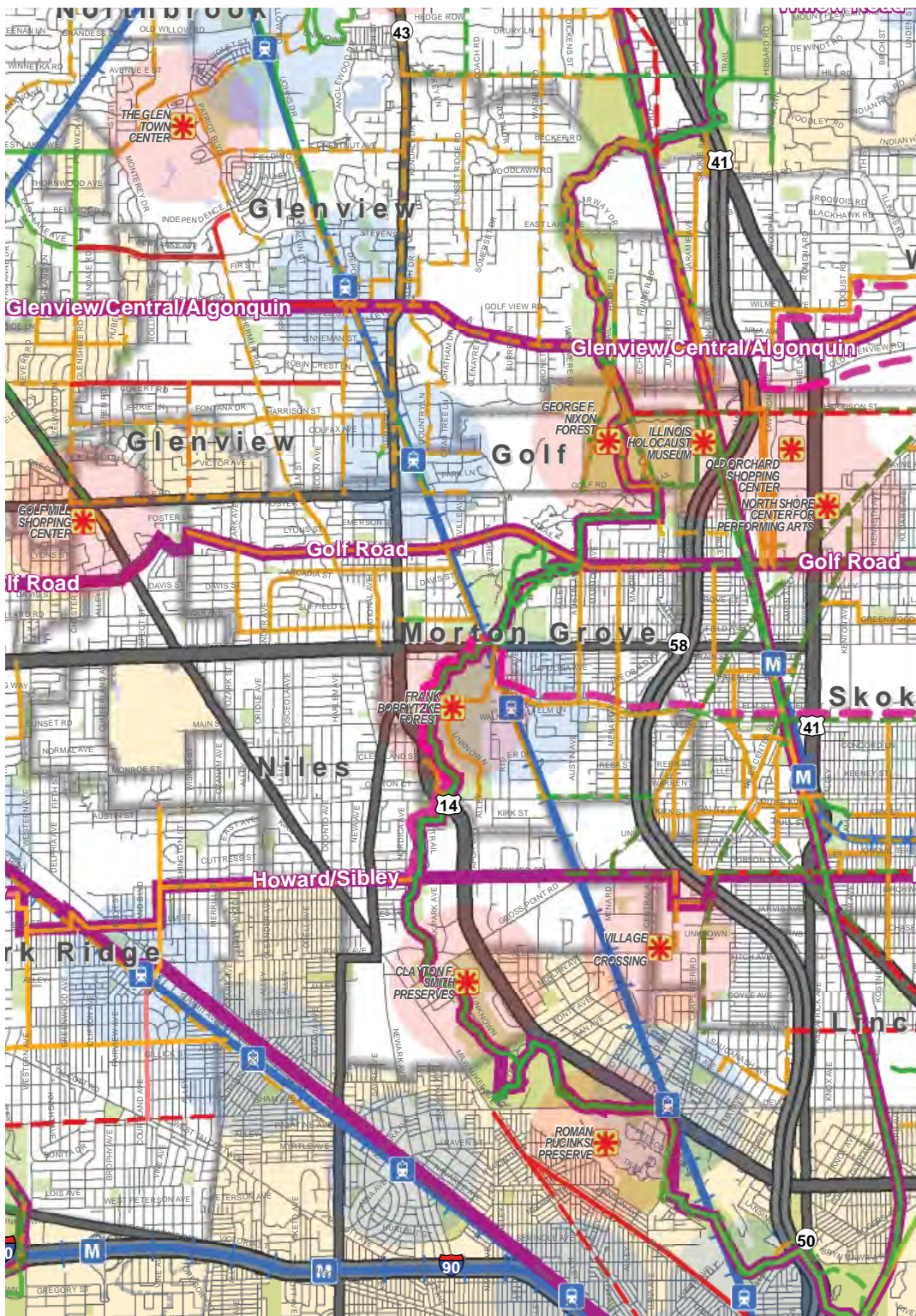


PROXIMATE TO HOWARD/ SIBLEY

Tier One Corridor

Partner agencies: Arlington Heights,
Des Plaines, Park Ridge, Niles,
Morton Grove, Rolling Meadows,
Skokie, Evanston

Morton Grove: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - - - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - - - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - - - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
- Transit Lines**
- CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Roads**
- Interstates
 - Highways
 - State Routes
- Other Features**
- Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member



HOWARD/SIBLEY

Tier One Corridor

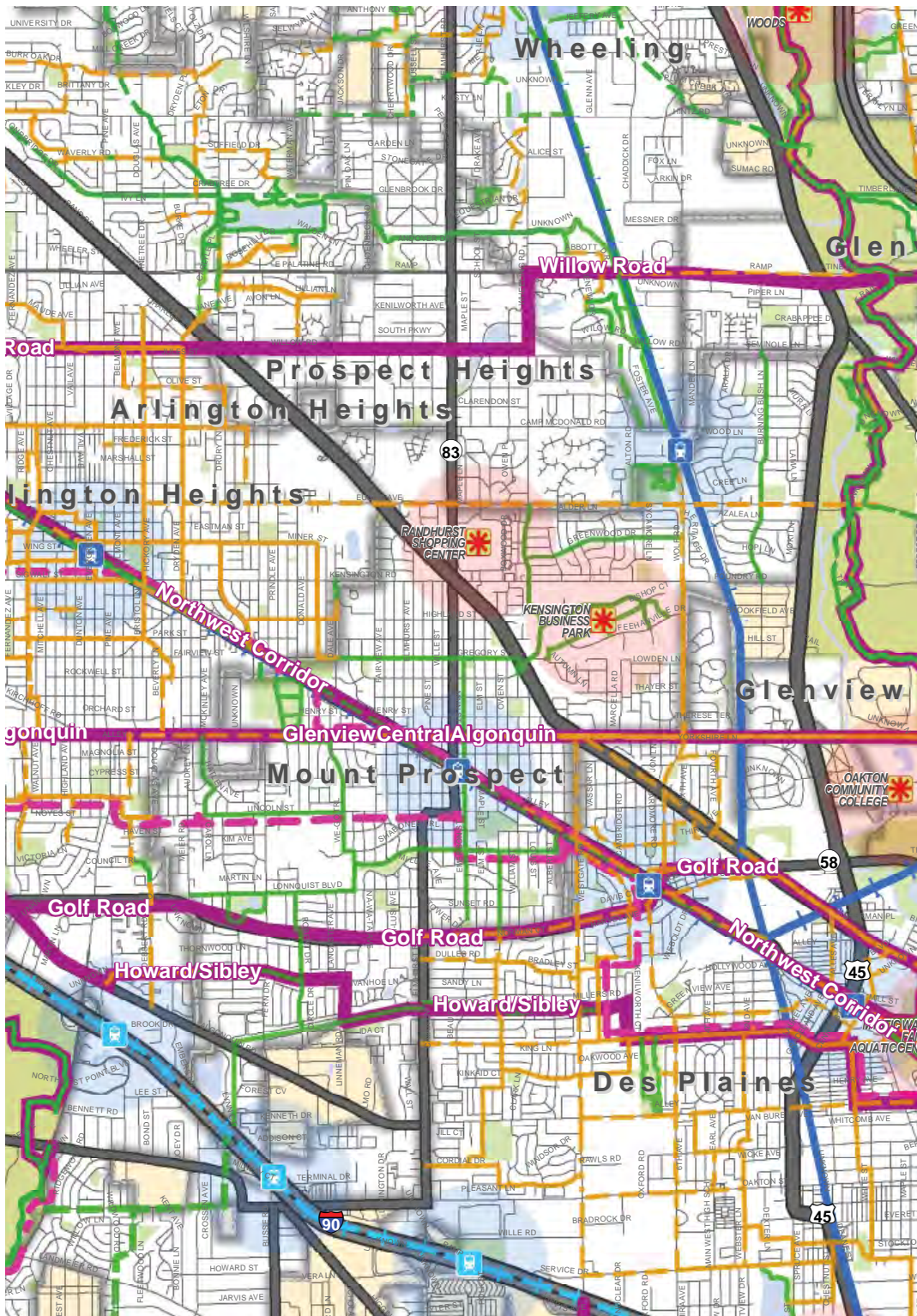
Partner agencies: Arlington Heights, Des Plaines, Park Ridge, Niles, Morton Grove, Rolling Meadows, Skokie, Evanston

GOLF

Tier One Corridor

Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

Mount Prospect: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



GOLF Tier One Corridor

Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

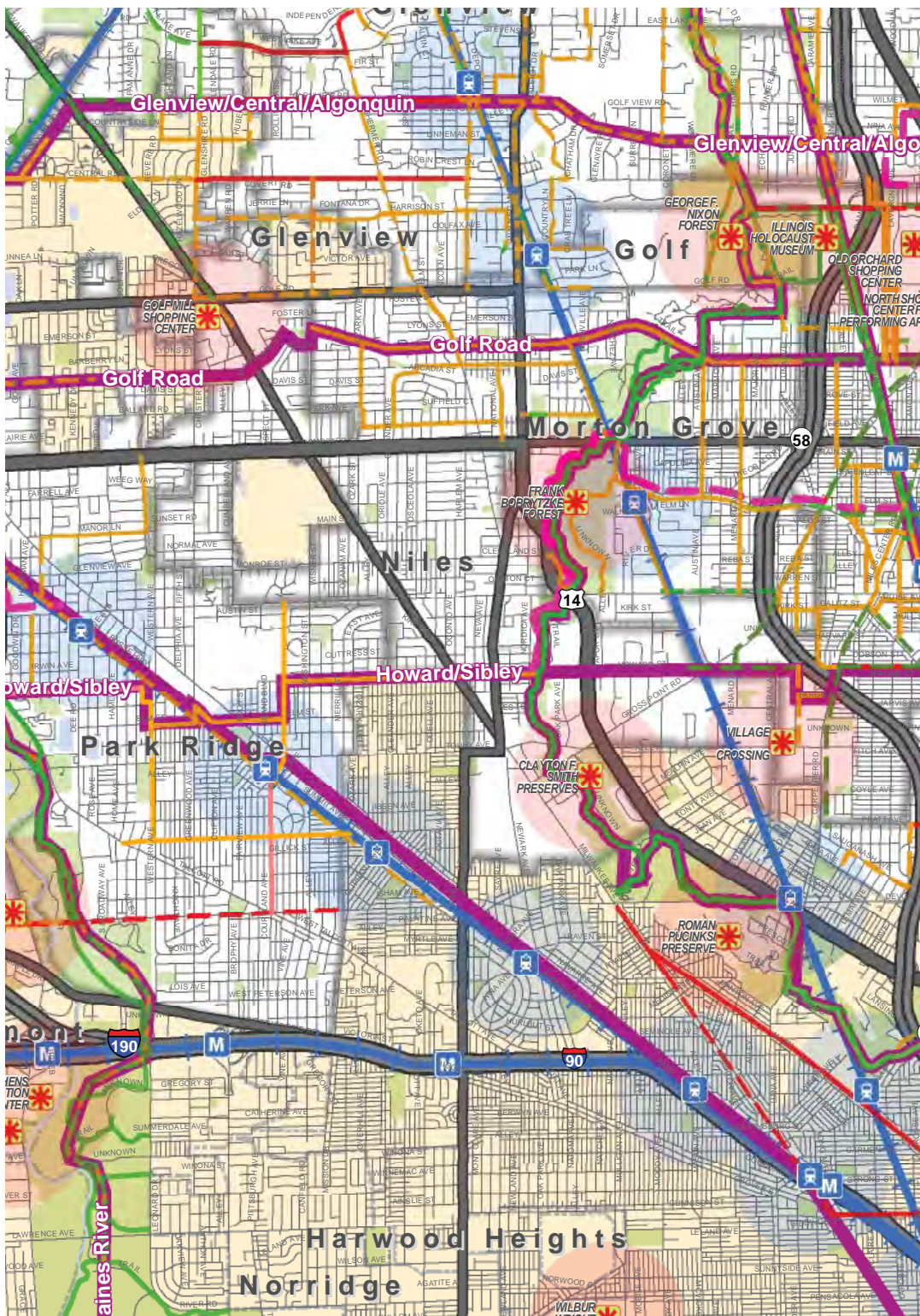
ALGONQUIN/GLENVIEW/ CENTRAL Tier Two Corridor

Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

NORTHWEST Tier Two Corridor

Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

Niles: NWMC 2010 Regional Corridors



Legend

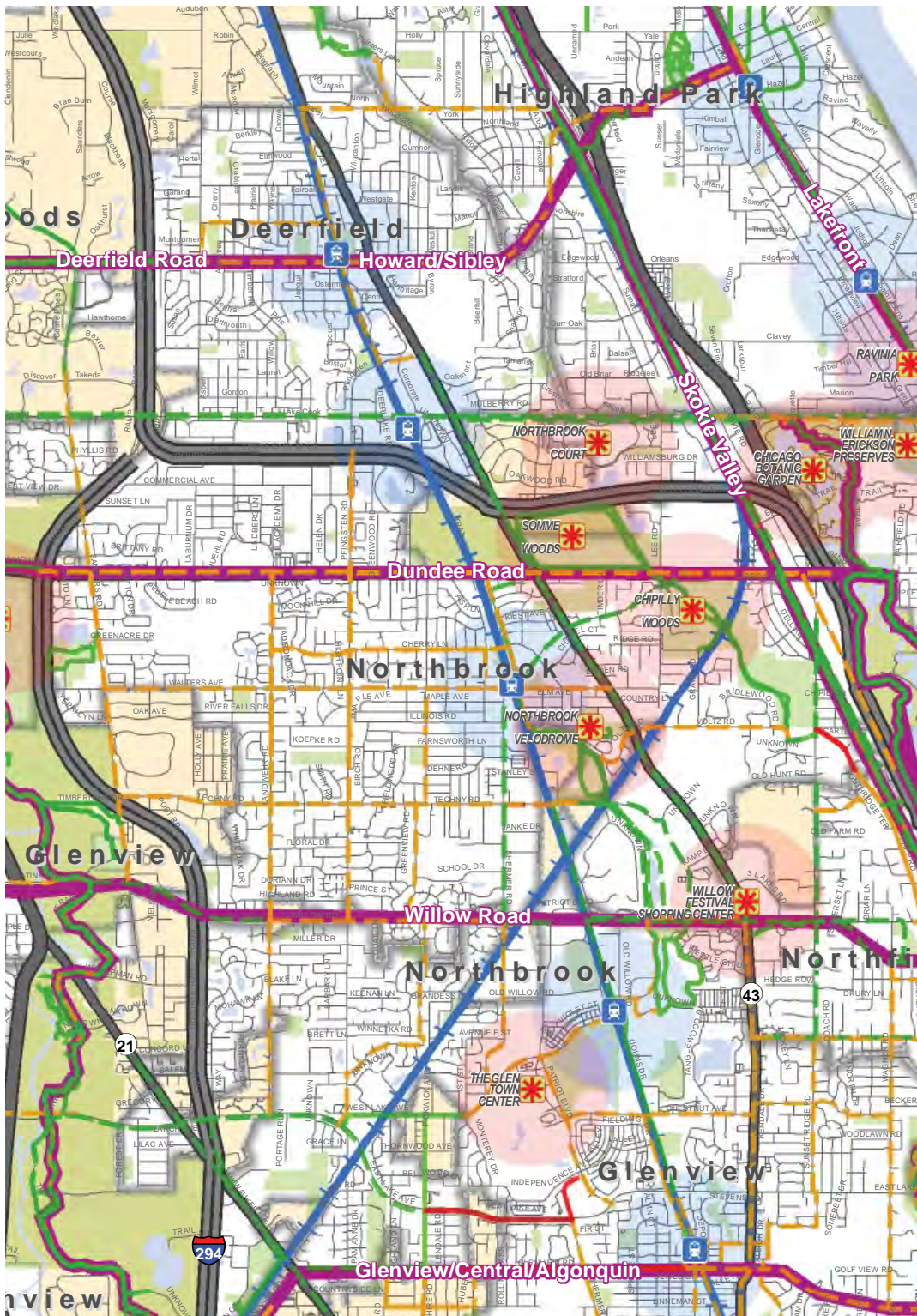
- NWMC 2010 Regional Corridors
- Route Recommendations
 - Primary Alignment
 - Alternate Alignment
- Municipal Bike Plans
 - Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations
 - 1/2 Mile From Destination
- Metra Stations
 - Metra Station (Proposed)
 - Metra Station (Existing)
 - CTA Station
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 - CTA Line
 - Metra Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



HOWARD/SIBLEY
 Tier One Corridor
 Partner agencies: Arlington Heights, Des Plaines, Park Ridge, Niles, Morton Grove, Rolling Meadows, Skokie, Evanston

GOLF
 Tier One Corridor
 Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

Northbrook: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors
Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- * Destinations
- * 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



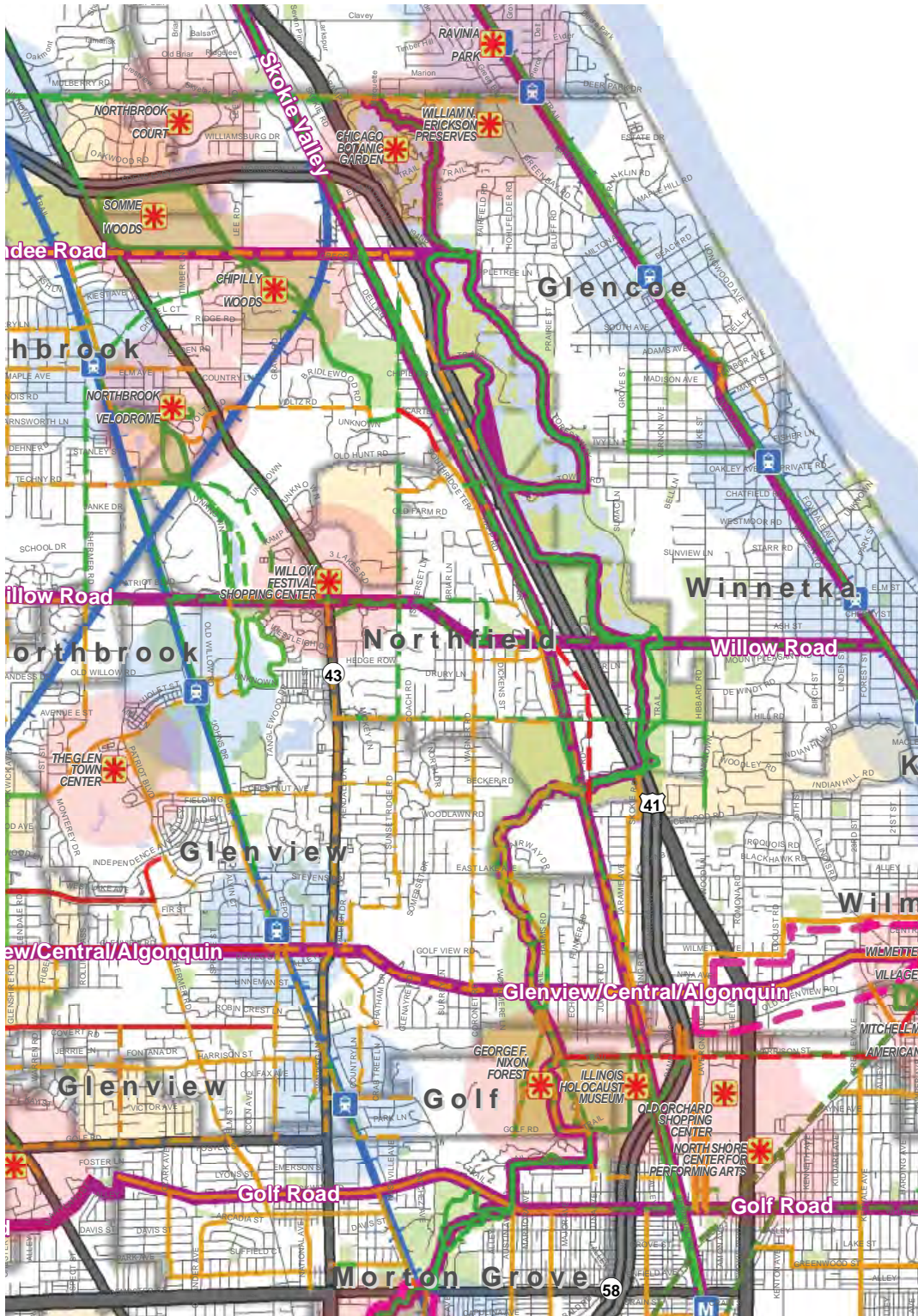
DUNDEE Tier Two Corridor

Partner agencies: Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe

WILLOW Tier Three Corridor

Partner agencies: Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka

Northfield: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



HOWARD/SIBLEY

Tier One Corridor

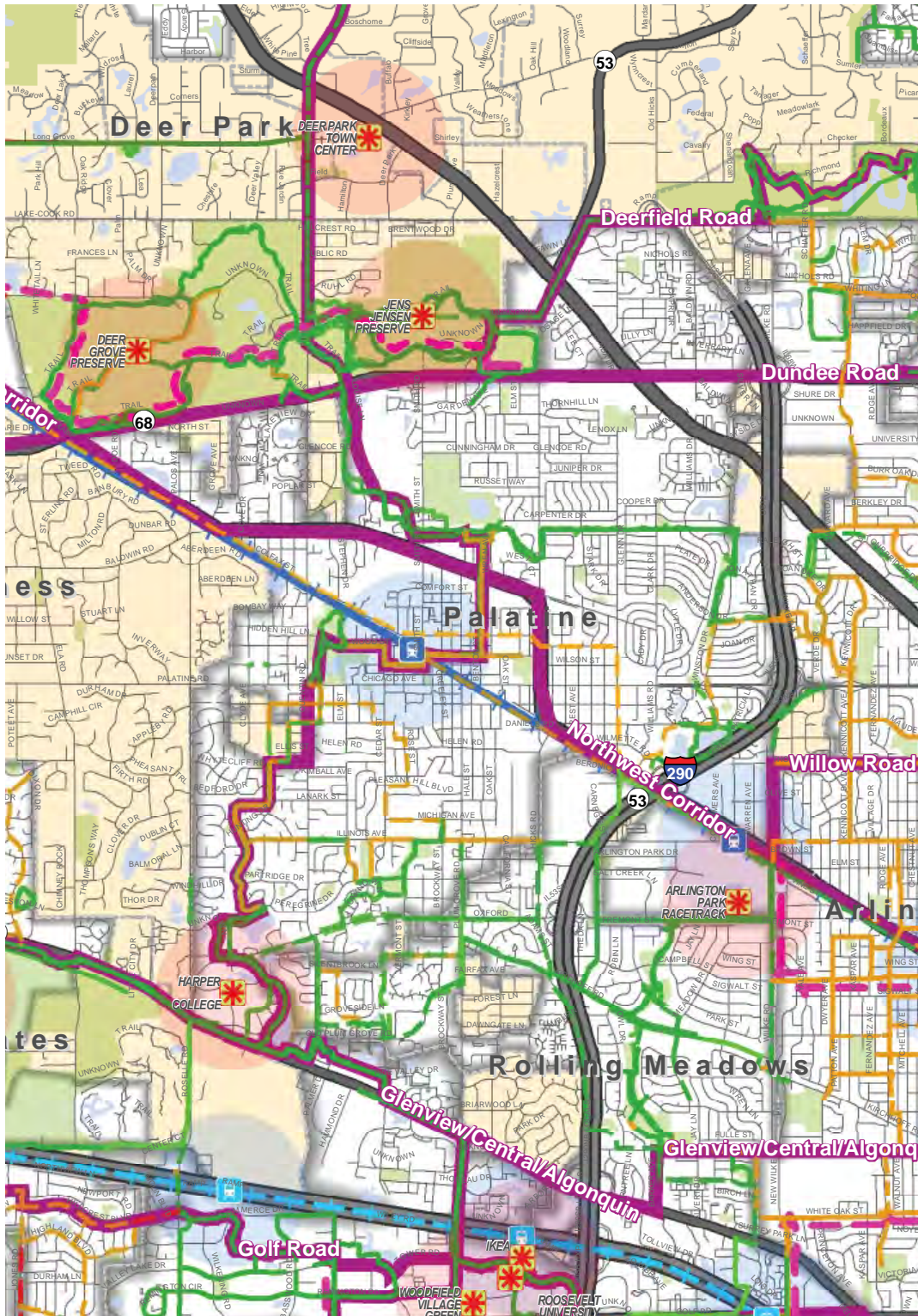
Partner agencies: Arlington Heights, Des Plaines, Park Ridge, Niles, Morton Grove, Rolling Meadows, Skokie, Evanston

DUNDEE

Tier Two Corridor

Partner agencies: Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe

Palatine: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
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- CTA Line
- METRA Lines
- STAR Line (Proposed)
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- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



FAIRFIELD/QUENTIN

Tier One Corridor

Partner agencies: Hawthorn Woods, Forest Lake, Lake Zurich, Kildeer, Deer Park, Palatine, Schaumburg, Rolling Meadows, Elk Grove Village

DUNDEE

Tier Two Corridor

Partner agencies: Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe

NORTHWEST

Tier Two Corridor

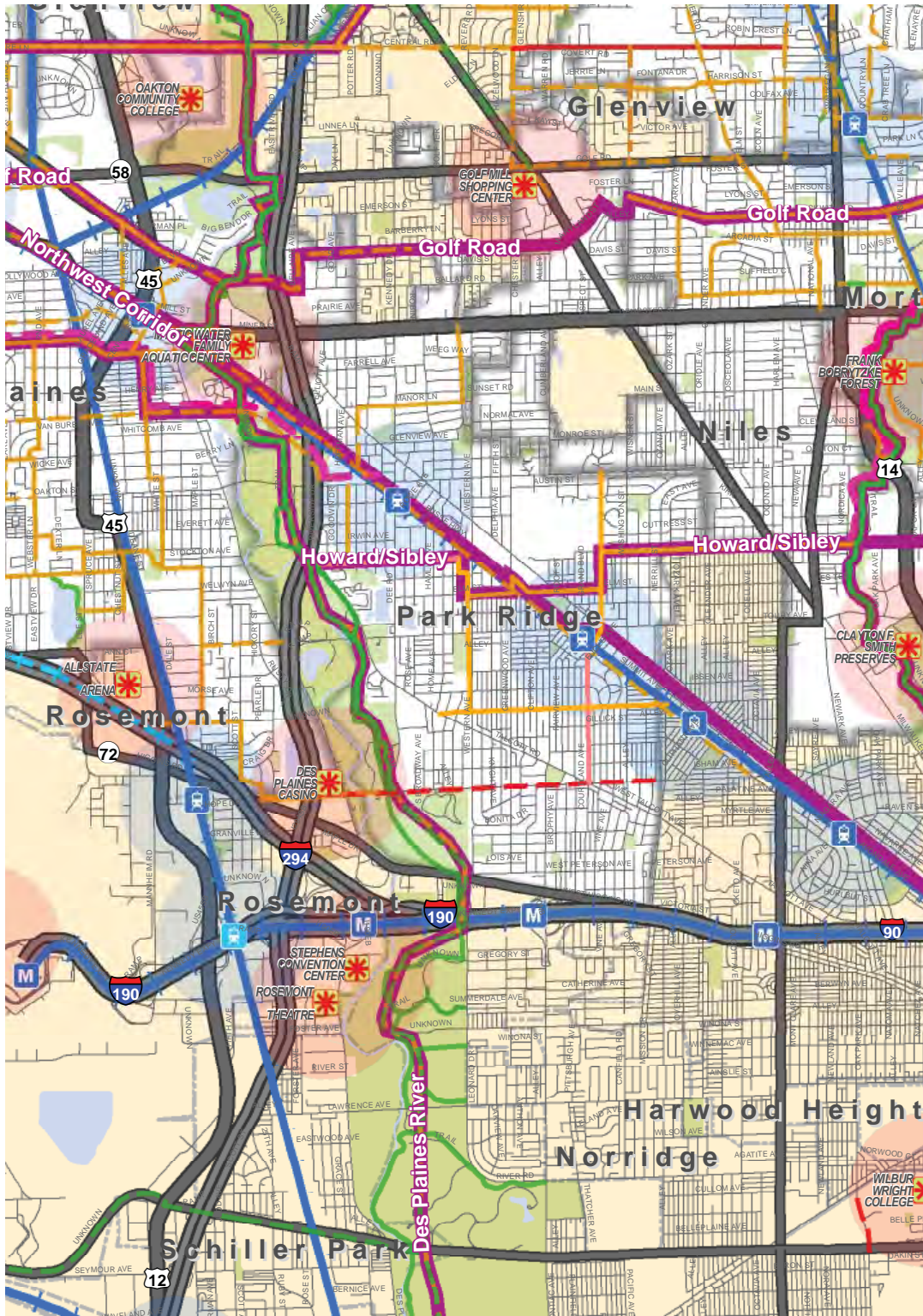
Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

WILLOW

Tier Three Corridor

Partner agencies: Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka

Park Ridge: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - - - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - - - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - - - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - * NWMC Member
 - * NWMC Non-Member
- Scale and Orientation**
- 0 1 Mile
- N

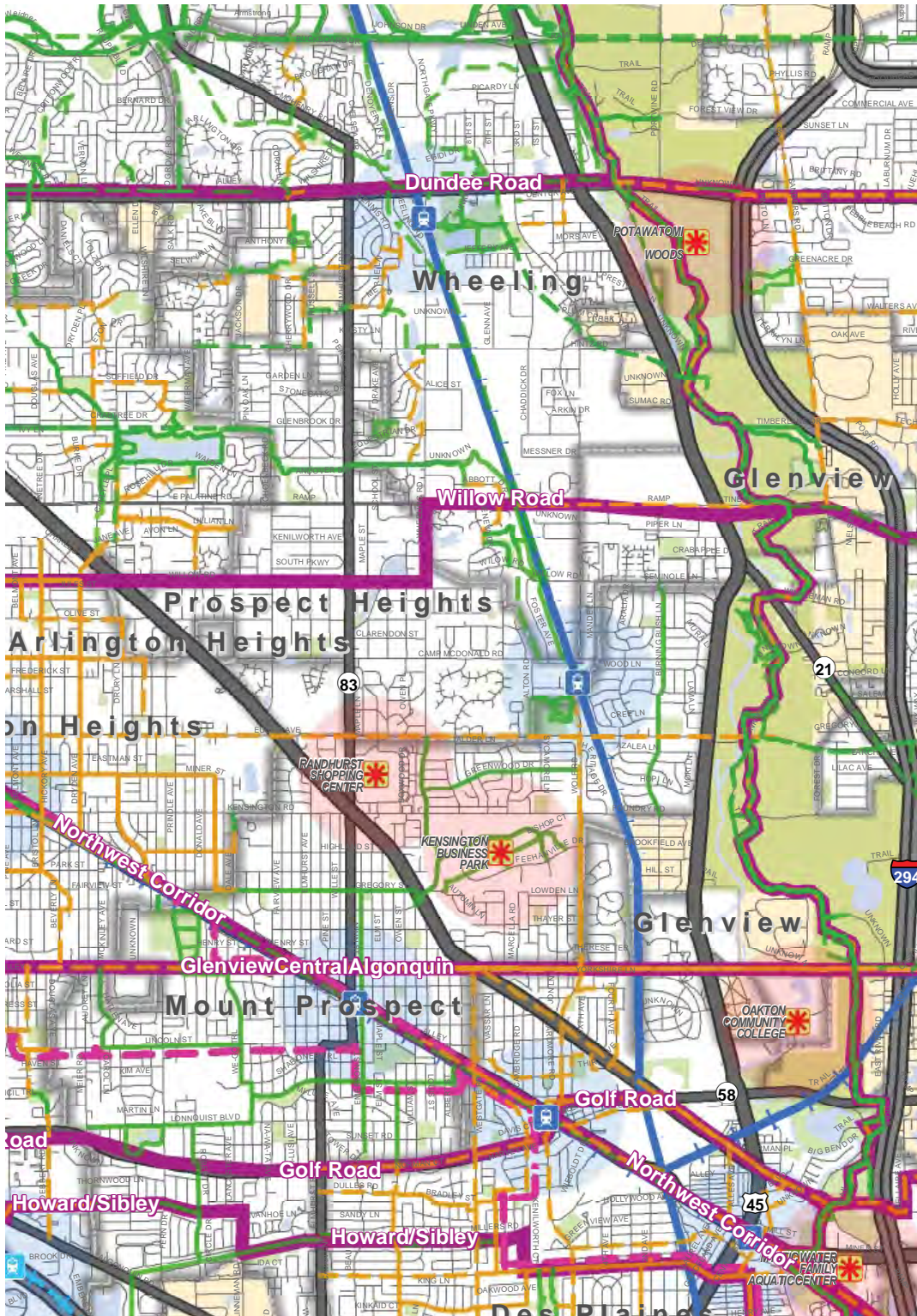
HOWARD/SIBLEY Tier One Corridor

Partner agencies: Arlington Heights, Des Plaines, Park Ridge, Niles, Morton Grove, Rolling Meadows, Skokie, Evanston

NORTHWEST Tier Two Corridor

Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

Prospect Heights: NWMC 2010 Regional Corridors



Legend

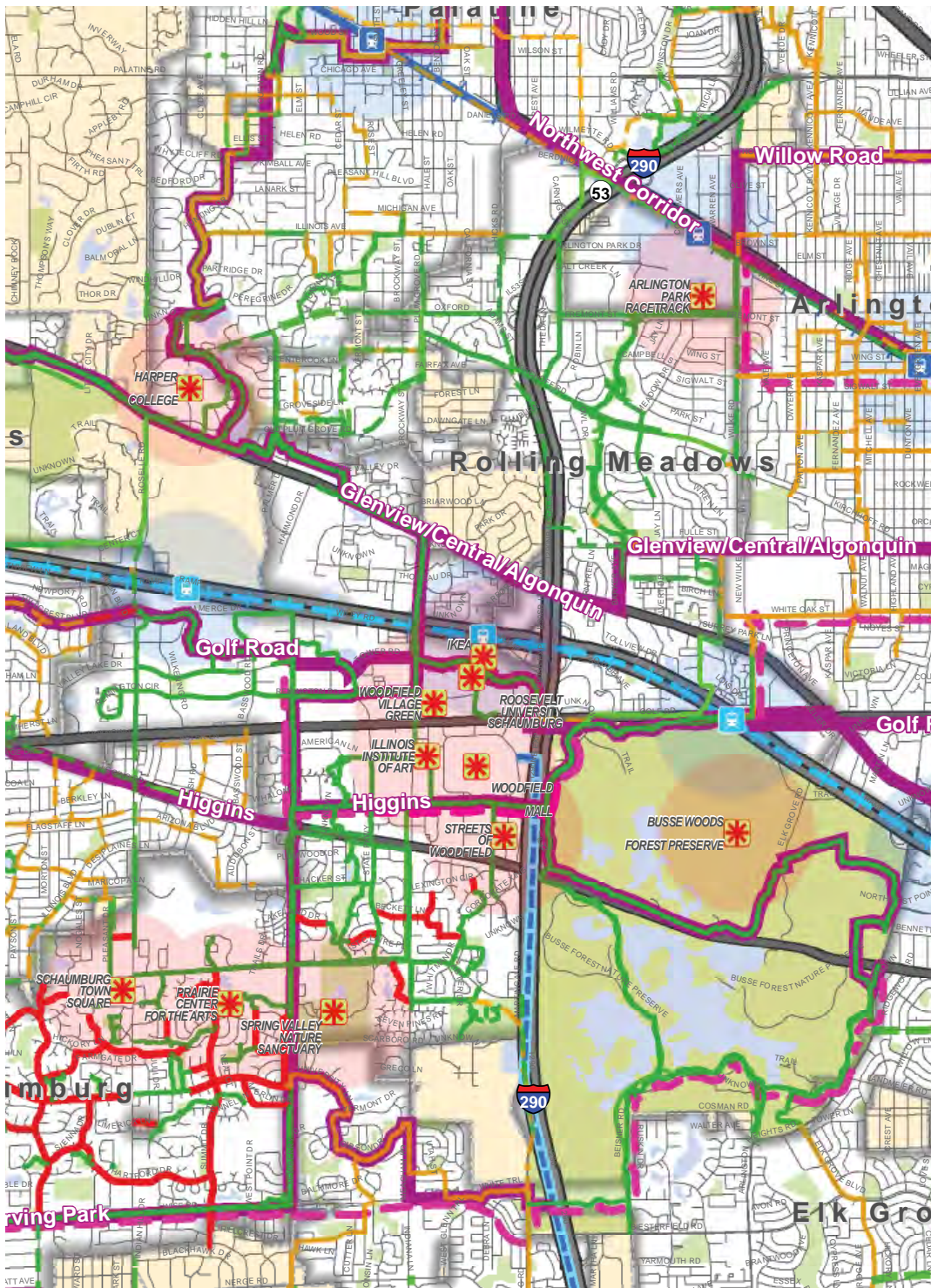
- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - - - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - - - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - - - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
- Transit Lines**
- CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Roads**
- Interstates
 - Highways
 - State Routes
- Other Features**
- Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member



WILLOW Tier Three Corridor

Partner agencies: Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka

Rolling Meadows: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors

Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



FAIRFIELD/QUENTIN *Tier One Corridor*

Partner agencies: Hawthorn Woods, Forest Lake, Lake Zurich, Kildeer, Deer Park, Palatine, Schaumburg, Rolling Meadows, Elk Grove Village

GOLF *Tier One Corridor*

Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

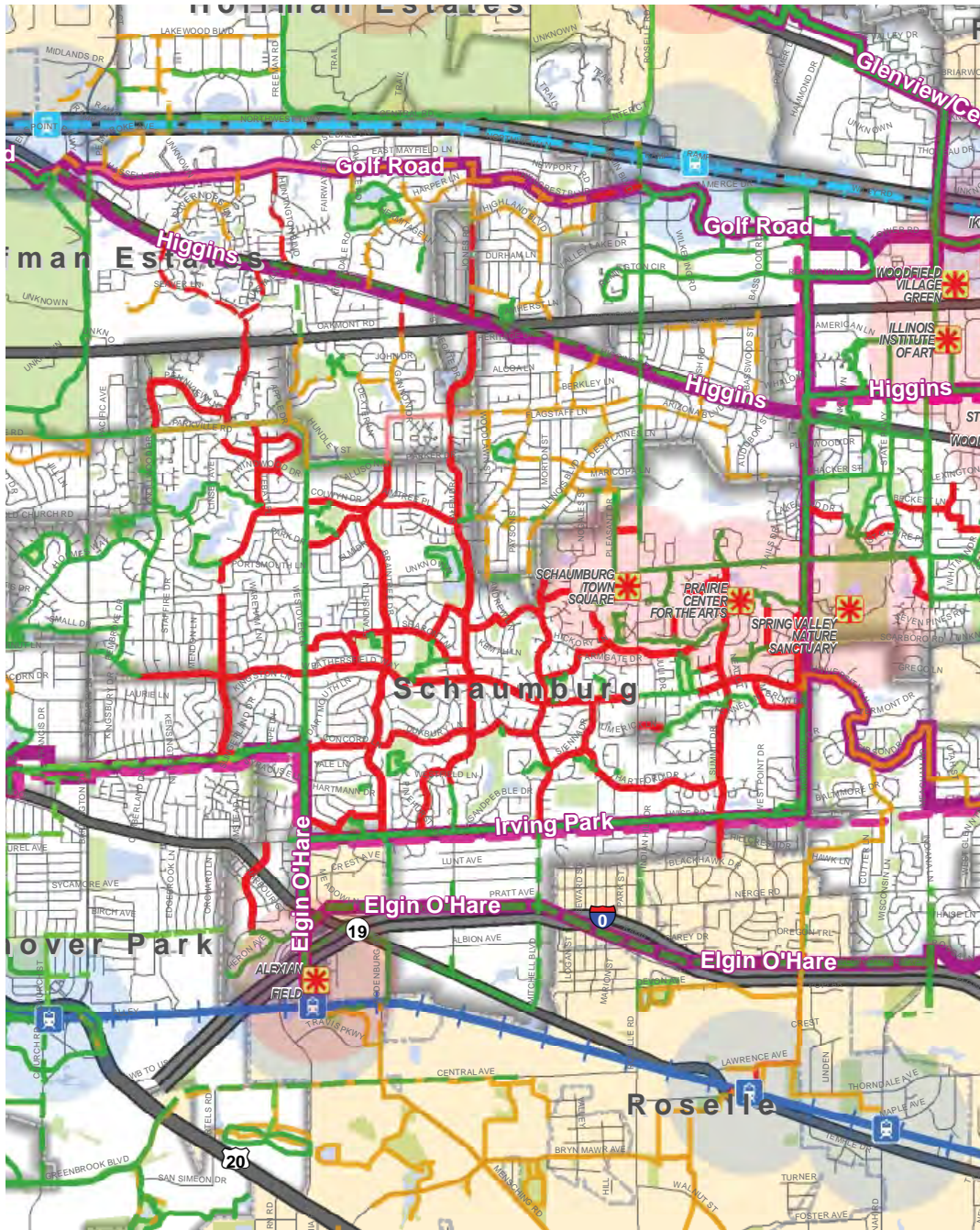
ALGONQUIN/GLENVIEW/ CENTRAL *Tier Two Corridor*

Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

NORTHWEST *Tier Two Corridor*

Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

Schaumburg: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - - - Bike Lane, Planned
 - · - Bike Lane, Programmed
 - Bike Route, Existing
 - - - Bike Route, Future
 - · - Bike Route, Planned
 - Path/Trail, Existing
 - - - Path/Trail, Future
 - · - Path/Trail, Planned
- Destinations**
- * Destinations
 - 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
- CTA Line**
- CTA Line
 - - - METRA Lines
 - · - STAR Line (Proposed)
 - · - DuPage BRT "J-Line" (Proposed)
- Interstates**
- Interstates
 - Highways
 - State Routes
- Water**
- Water
- Open Space**
- Open Space
- NWMC Member**
- NWMC Member
 - NWMC Non-Member



FAIRFIELD/QUENTIN Tier One Corridor

Partner agencies: Hawthorn Woods, Forest Lake, Lake Zurich, Kildeer, Deer Park, Palatine, Schaumburg, Rolling Meadows, Elk Grove Village

HIGGINS Tier One Corridor

Partner agencies: East Dundee, South Barrington, Hoffman Estates, Schaumburg, Elk Grove Village

GOLF Tier One Corridor

Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

ALGONQUIN/GLENVIEW/ CENTRAL Tier Two Corridor

Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

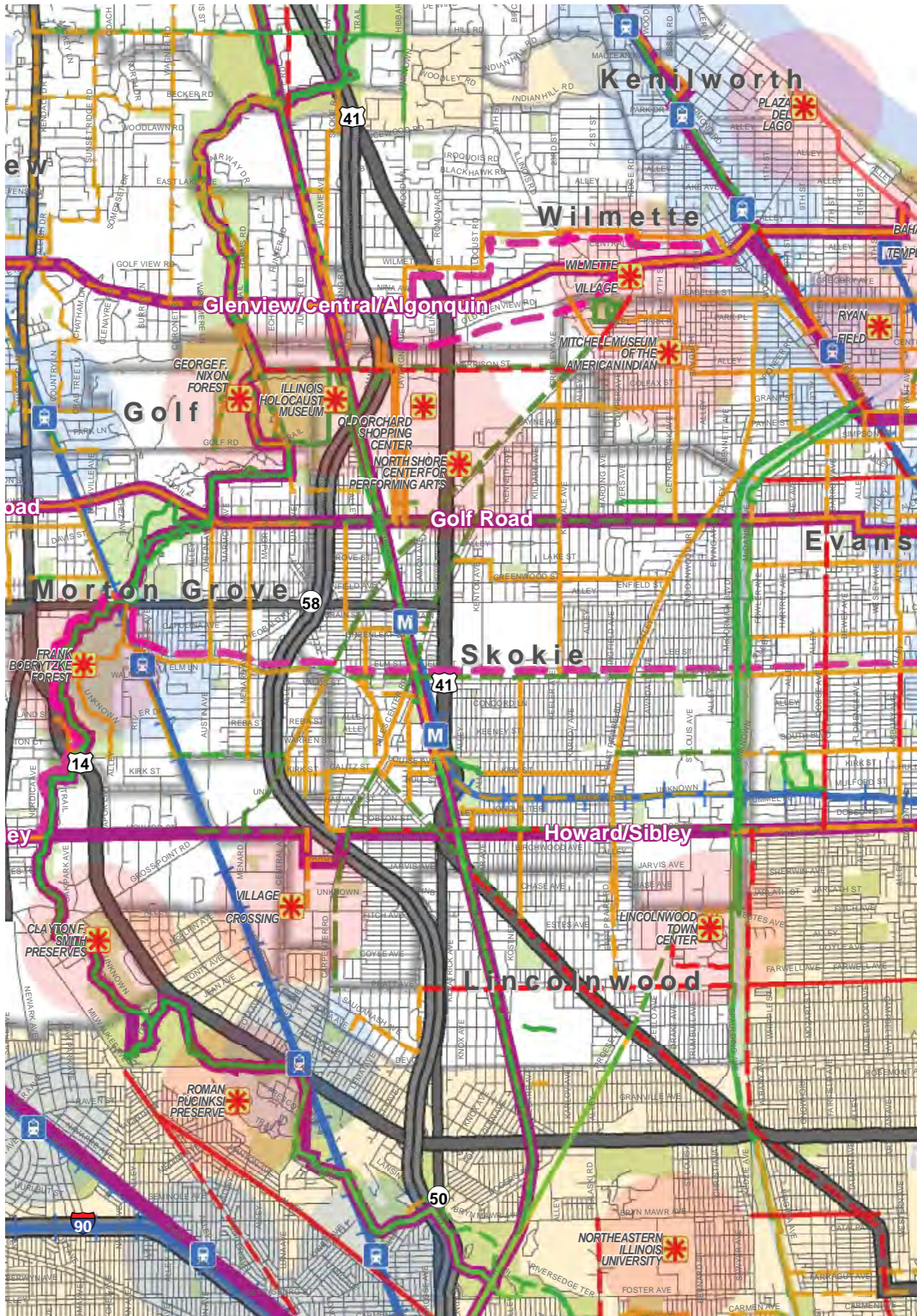
NORTHWEST Tier Two Corridor

Partner agencies: Arlington Heights, Barrington, Cary, Chicago, Crystal Lake, Des Plaines, Fox River Grove, Lake Barrington, Mount Prospect, Palatine, Park Ridge

IRVING PARK Tier Two Corridor

Partner agencies: Elgin, Streamwood, Hanover Park, Schaumburg, Elk Grove Village, Roselle

Skokie: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors
- Route Recommendations
 - Primary Alignment
 - Alternate Alignment
- Municipal Bike Plans
 - Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations
- 1/2 Mile From Destination
- Metra Stations
 - METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



GOLF Tier One Corridor

Partner agencies: Elgin, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston

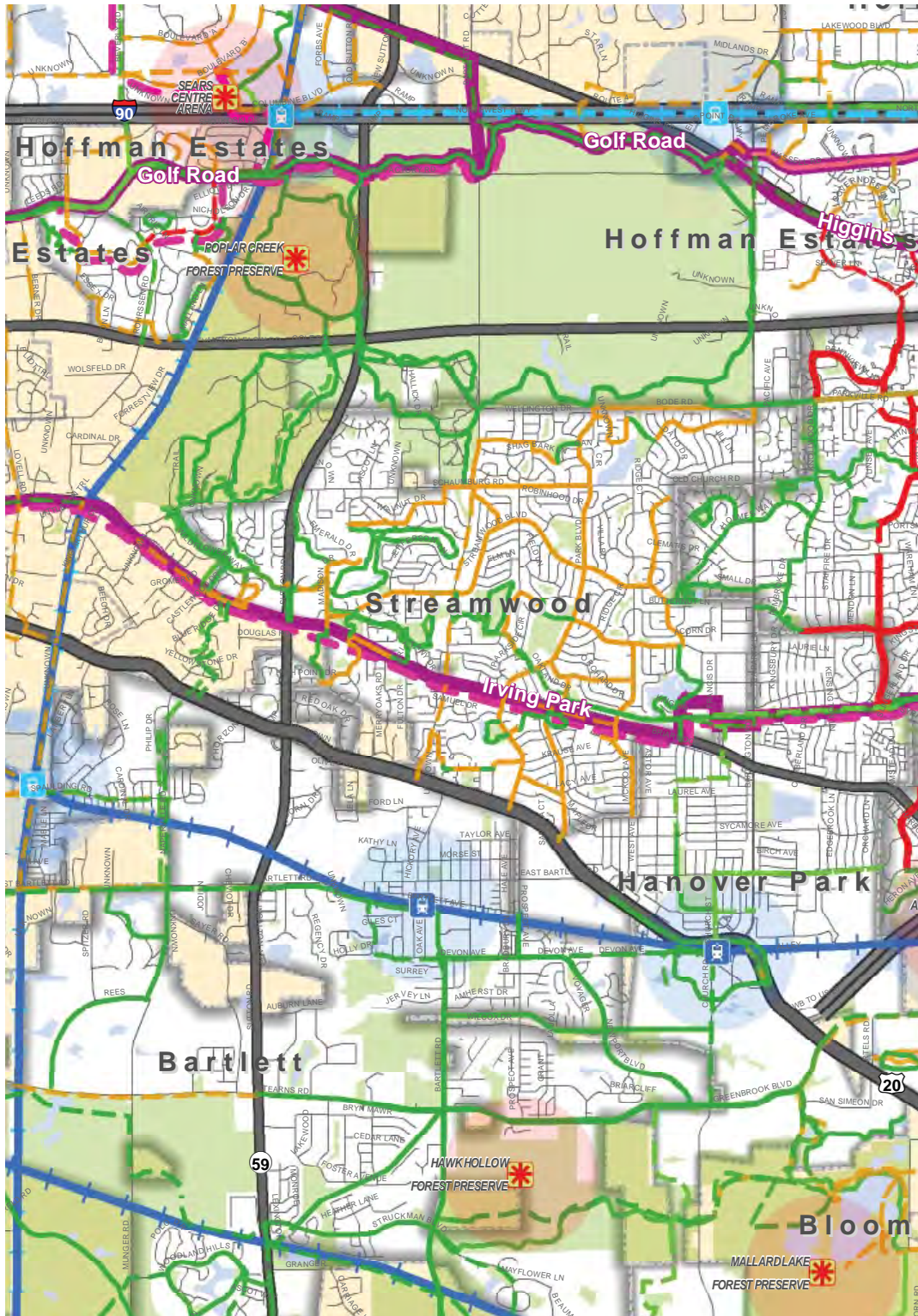
HOWARD/SIBLEY Tier One Corridor

Partner agencies: Arlington Heights, Des Plaines, Park Ridge, Niles, Morton Grove, Rolling Meadows, Skokie, Evanston

SKOKIE VALLEY Tier One Corridor

Partner agencies: Chicago, Glencoe, Glenview, Highland Park, Lake Bluff, Lake Forest, Lincolnwood, North Chicago, Northbrook, Northfield, Skokie, Waukegan, Wilmette

Streamwood: NWMC 2010 Regional Corridors



Legend

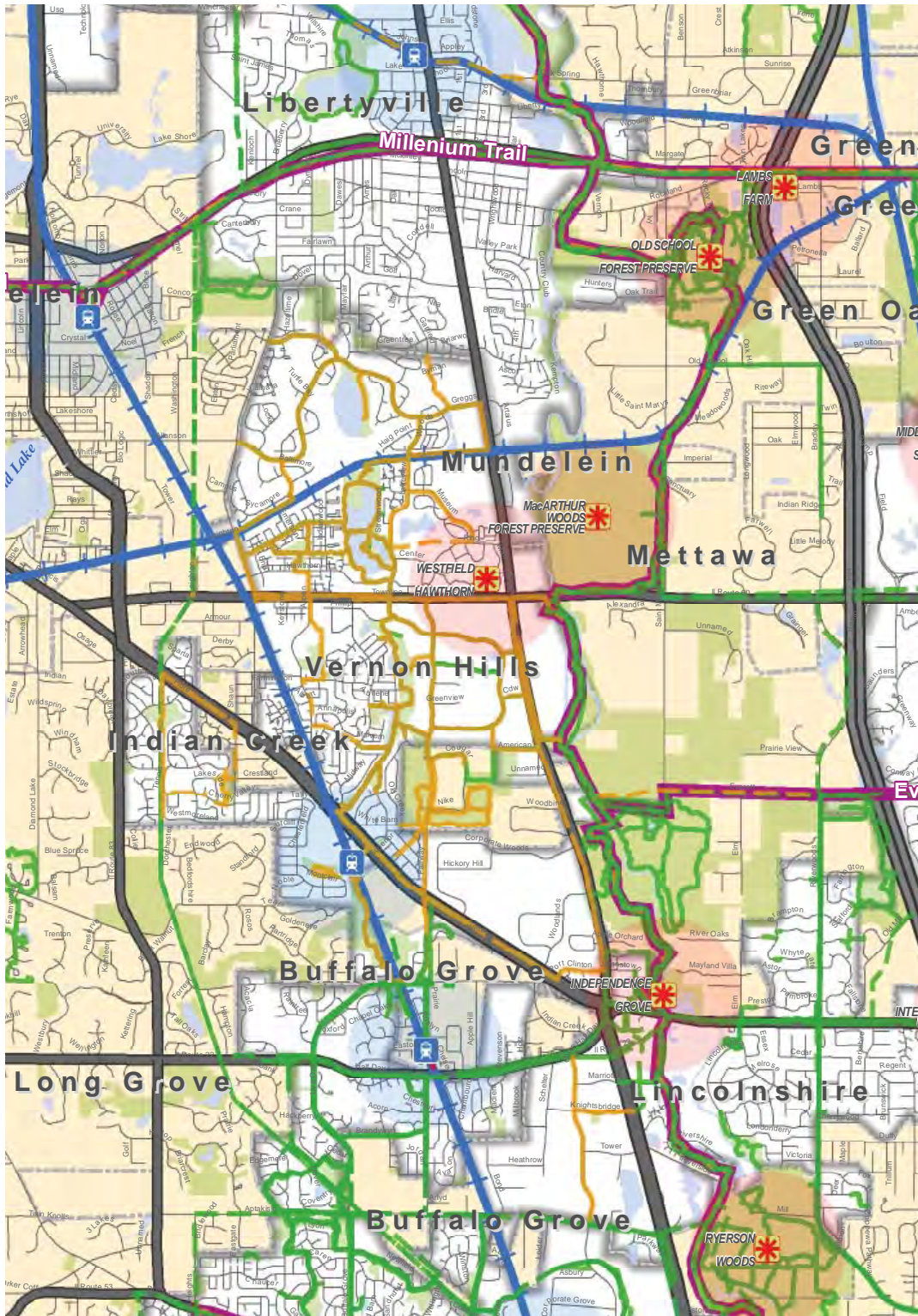
- NWMC 2010 Regional Corridors**
- Route Recommendations
 - Primary Alignment
 - Alternate Alignment
 - Municipal Bike Plans
 - Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
 - Destinations
 - 1/2 Mile From Destination
 - Metra Stations
 - METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
 - Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member



IRVING PARK Tier Two Corridor

Partner agencies: Elgin, Streamwood,
Hanover Park, Schaumburg, Elk
Grove Village, Roselle

Vernon Hills: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors Route Recommendations

- Primary Alignment
- - - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- - - Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- - - Bike Route, Future
- Bike Route, Planned
- Path/Trail, Existing
- - - Path/Trail, Future
- Path/Trail, Programmed
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



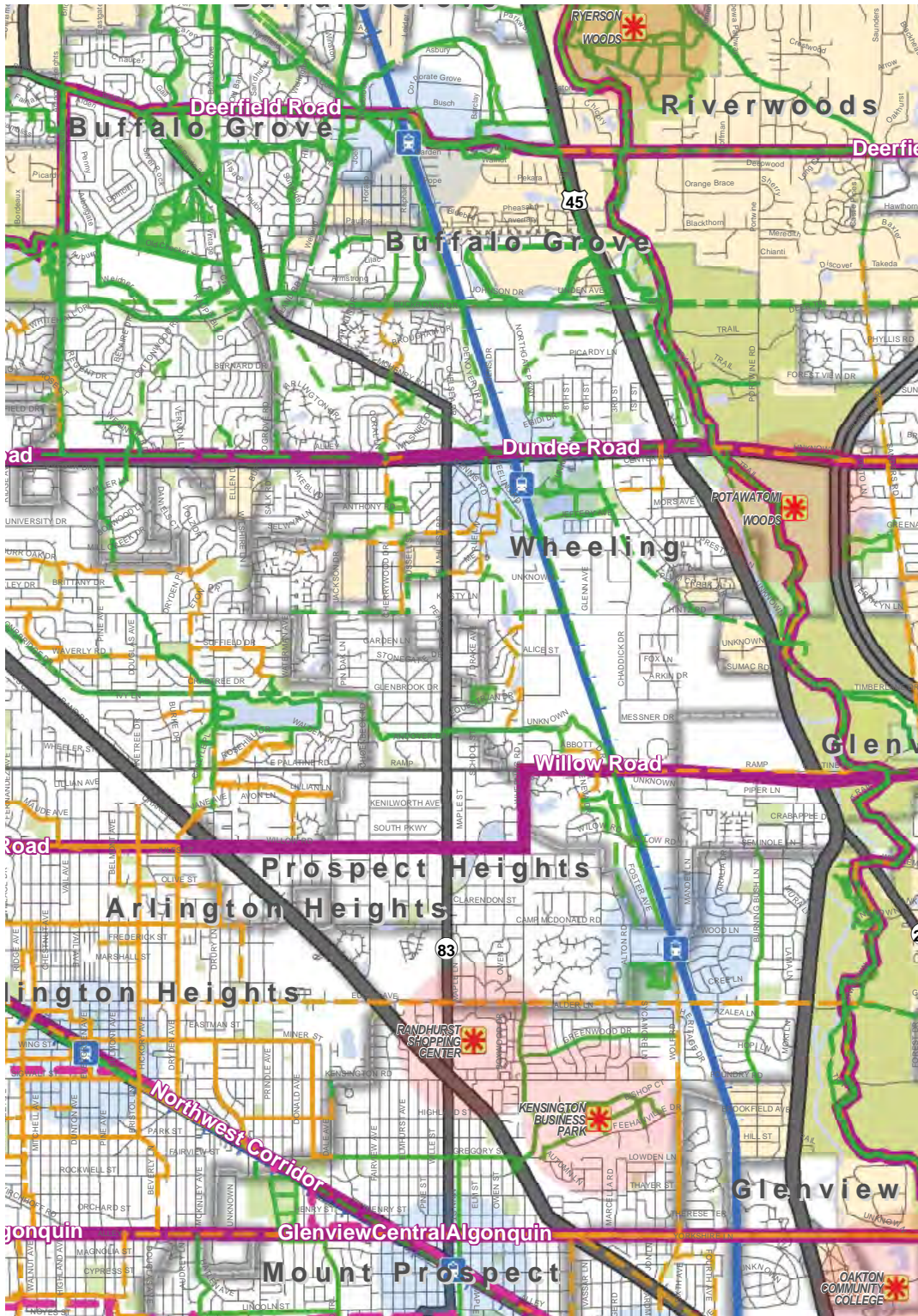
EVERETT/OLD ELM CORRIDOR *Tier Three Corridor*

Partner agencies: Mettawa, Lincolnshire, Lake Forest, Highland Park

PROXIMATE TO MILLENNIUM TRAIL *Tier Three Corridor*

Partner agencies: Green Oaks, Island Lake, Lake Bluff, Lake Forest, Libertyville, Hawthorn Woods, Mundelein, Prairie Grove, Wauconda

Wheeling: NWMC 2010 Regional Corridors



Legend

NWMC 2010 Regional Corridors
Route Recommendations

- Primary Alignment
- Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- Bike Route, Future
- Bike Route, Planned
- Path/Trail, Existing
- Path/Trail, Future
- Path/Trail, Planned
- * Destinations
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
- METRA Station (Existing)
- CTA Station
- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



DUNDEE

Tier Two Corridor

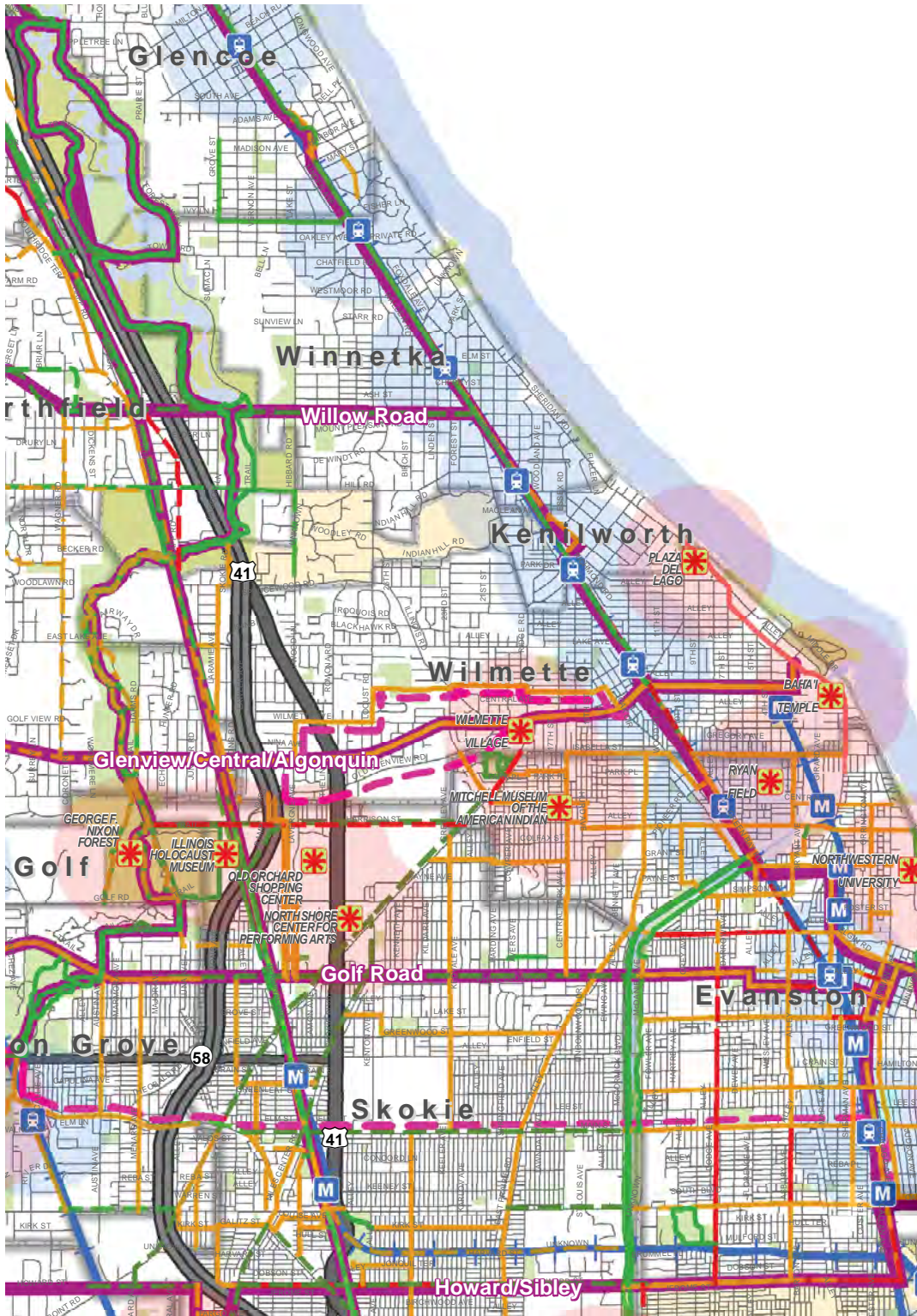
Partner agencies: Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe

WILLOW

Tier Three Corridor

Partner agencies: Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka

Wilmette: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
 - Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
 - Bike Lane, Planned
 - Bike Lane, Programmed
 - Bike Route, Existing
 - Bike Route, Future
 - Bike Route, Planned
 - Bike Route, Programmed
 - Path/Trail, Existing
 - Path/Trail, Future
 - Path/Trail, Planned
 - Path/Trail, Programmed
- Destinations**
- 1/2 Mile From Destination
- Metra Stations**
- METRA Station (Proposed)
 - METRA Station (Existing)
 - CTA Station
 - 1/2 Mile From Transit
 - CTA Line
 - METRA Lines
 - STAR Line (Proposed)
 - DuPage BRT "J-Line" (Proposed)
- Other Features:**
- Interstates
 - Highways
 - State Routes
 - Water
 - Open Space
 - NWMC Member
 - NWMC Non-Member

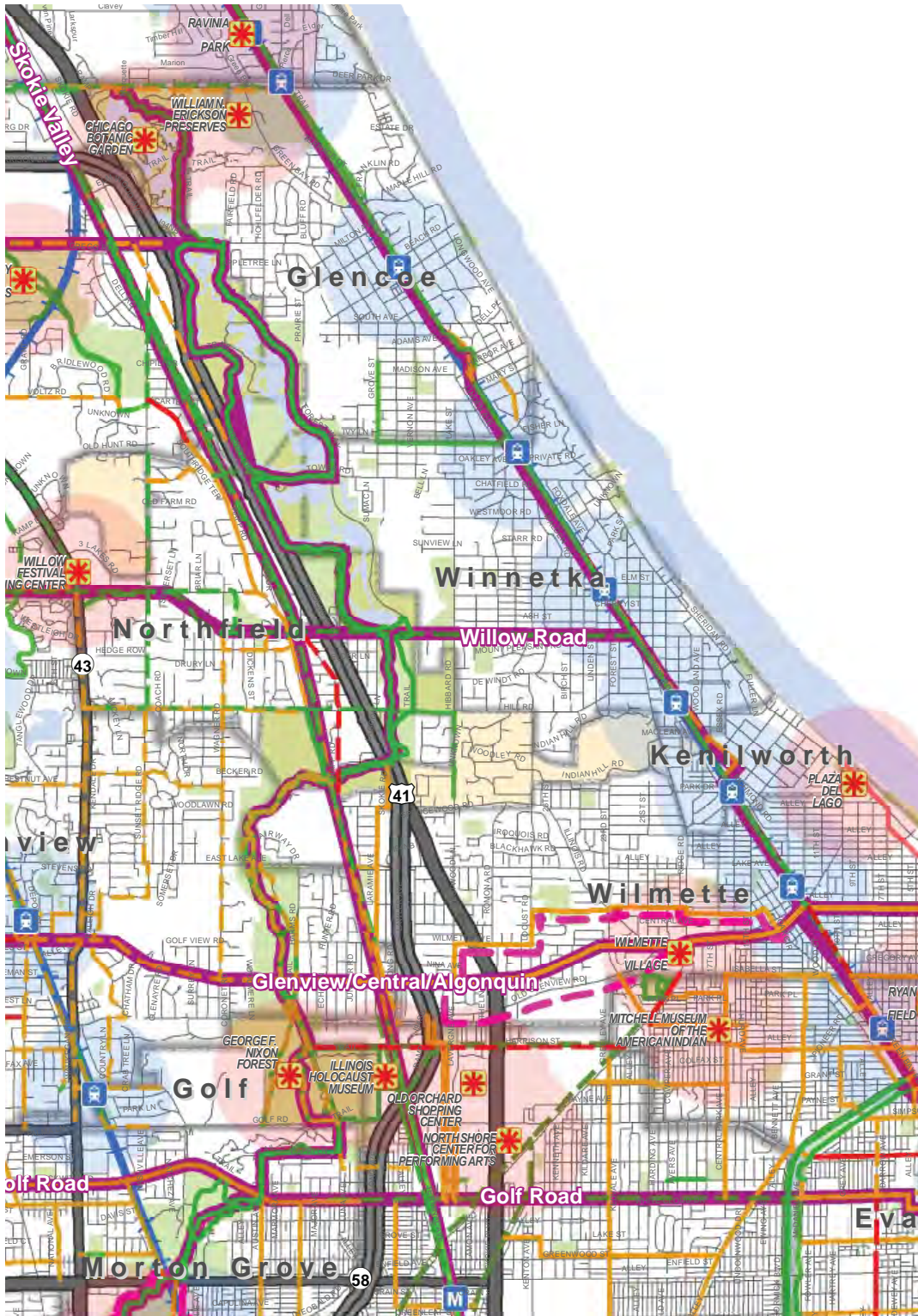


ALGONQUIN/GLENVIEW/ CENTRAL

Tier Two Corridor

Partner agencies: Arlington Heights, Barrington Hills, South Barrington, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Inverness

Winnetka: NWMC 2010 Regional Corridors



Legend

- NWMC 2010 Regional Corridors**
- Route Recommendations**
- Primary Alignment
- Alternate Alignment
- Municipal Bike Plans**
- Bike Lane, Existing
- Bike Lane, Planned
- Bike Lane, Programmed
- Bike Route, Existing
- Bike Route, Future
- Bike Route, Planned
- Bike Route, Programmed
- Path/Trail, Existing
- Path/Trail, Future
- Path/Trail, Planned
- Path/Trail, Programmed
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- 1/2 Mile From Destination
- Metra Stations**
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- 1/2 Mile From Transit
- CTA Line
- METRA Lines
- STAR Line (Proposed)
- DuPage BRT "J-Line" (Proposed)
- Interstates
- Highways
- State Routes
- Water
- Open Space
- NWMC Member
- NWMC Non-Member



WILLOW

Tier Three Corridor

Partner agencies: Arlington Heights, Glencoe, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka

← RIVERWOODS
MIDDLE SCHOOL →



4

Implementation Summaries

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4.1 Implementation Tiers



The Lake Park Trail in Des Plaines

According to Illinois Complete Streets legislation, every effort should be made to include bicycle and pedestrian accommodations whenever a street is built or reconstructed. Including bicycle and pedestrian accommodations is particularly important with bridge and underpass projects due to the long life of these structures and the difficulty and expense of retrofitting them. Under current conditions in the NWMC, many of the tollway/railroad underpasses and bridges over the rivers do not accommodate pedestrians or bicycles, creating impenetrable walls across the region. These barriers have been identified along regional corridors identified here and should be prioritized to help create a regional network. Addressing these barriers is an essential element of both the short-term and a long-term vision for the NWMC.

The regional corridors identified in the 2007 NWMC plan formed the first step in looking at creating true regional connectivity in the bike system. These regional alignments have been the focus of our current 2010 update. The NWMC is committed to continuing its work with IDOT, as well as county, and local governments to create a better, more balanced transportation system that addresses the needs of all users and moves toward the implementation of the strategies outlined in CMAP's GO TO 2040 Plan. Further, it is the goal of the NWMC to use regional planning to assist in the implementation of Complete Streets. Given current land development patterns and its overlay with the transportation system, this NWMC 2010 update has focused on identifying feasible short-term routes that parallel previously identified regional priority alignments. In this way, the conference can achieve implementation on corridor alignments where there is a pressing need to add bicycle and pedestrian facilities. This strategy was initiated to address two primary concerns of our Bicycle and Pedestrian Committee:

1. Support local governments to focus on prioritizing the implementation of corridors within their local street networks.
2. Put forward a list of feasible recommendations that can lead toward a reliable regional bicycle network within a short-term planning horizon.

The corridors have been grouped in three tiers based on the ratings analysis presented in Section 2. The NWMC supports implementation on all of these corridors and it should be noted that all corridors presented in this plan are considered priorities for regional system connectivity. The plan includes these tiers to demonstrate which corridors had the most positive attributes from the ratings analysis.

4.1 Implementation Tiers

Tier One Corridors

Tier One corridors generally include the following characteristics: A high percentage of existing bicycle facilities; a high percentage of planned bicycle facilities; good connectivity to destinations; transit and existing bike network; no major barriers (fatal flaws); and it serves multiple NWMC members (regional in scope). *These corridors are:*

- Deerfield Road Corridor
- Golf Road Corridor
- Higgins Road Corridor
- Howard/Sibley Corridor
- Fairfield/Quentin Corridor
- Skokie Valley Trail Corridor

Tier Two Corridors

Corridors included in Tier Two generally include the following characteristics: A high percentage of planned bicycle facilities; good or fair connectivity to destinations, transit and existing bike network; may have significant barriers; and it serves multiple NWMC members. *These corridors are:*

- Glenview/Central/Algonquin Corridor
- Irving Park Road Corridor
- North Shore - Millennium Trail Corridor
- Dundee Road Corridor
- Northwest Highway Corridor

Tier Three Corridors

Corridors included in Tier Three generally include the following characteristics: A low percentage of existing bicycle facilities; a lower percentage of planned bicycle facilities; fair connectivity to destinations, transit and existing bike network; major barriers; and it serves a smaller number of NWMC members. *These corridors are:*

- ComEd Corridor
- Depot/IL 173 Corridor
- Elgin-O'Hare Corridor
- Everett/Old Elm Corridor
- Willow Road Corridor

In addition to presenting snapshots for each corridor in each tier, this chapter also presents a Short-Term Implementation Summary that highlights the implementation issues for each of the corridors and presents some of the issues that will need to be coordinated in the related jurisdictions.

4.1 Implementation Tiers

Deerfield Road Corridor

Fifty-five percent of this corridor is in place (primarily in Buffalo Grove), while Lake County and Deerfield have both secured federal funding to install bicycle facilities. The corridor follows

Deerfield Rd. and connects three Metra stations and lines. The corridor includes bicycle facilities to cross I-94 and Skokie Hwy. (US 41).

4.1.1 Tier One Corridor Implementation Summary: Deerfield Road Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Buffalo Grove, Deerfield, Highland Park, Lake County</p>	<p>Fifty-five percent of the corridor is complete and implementers should seek regional signage for destinations within the completed portions of the corridor (Buffalo Grove Metra, Buffalo Creek Forest Preserve). As additional portions of the corridor are completed, destination signage should be completed for regional trails and transit stops (Des Plaines River Trail, Deerfield and Highland Park Metra stations). Corridor branding should be undertaken as regional signage is put in place.</p>
<p>ADDRESS OBSTACLES/BARRIERS: MILWAUKEE AVENUE INTERSECTION <i>Lead Implementers</i></p> <p>NWMC, Buffalo Grove, Lake County, IDOT</p>	<p>The Milwaukee Ave. intersection with Deerfield Rd. currently has no bicycle or pedestrian accommodations east of Milwaukee Ave. In October 2010, Lake County received an Illinois Transportation Enhancement Program (ITEP) grant to install a bicycle and pedestrian path from Milwaukee Ave. east to the Des Plaines River Trail. The NWMC should support and encourage the integration of this project with the existing portion of the regional corridor in Buffalo Grove.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Deerfield, Highland Park</p>	<p>Seventy percent of the corridor is currently in municipal plans or in place. Deerfield Rd. is signed as a bike route through Deerfield, but the accommodations through this segment of the corridor do not meet standard bicycle facility guidelines. The NWMC should work with Deerfield and Highland Park to establish appropriate bicycle accommodations in their municipal bike plans.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Buffalo Grove, Deerfield, Highland Park, Lake County</p>	<p>Fifteen percent of the corridor is planned. The NWMC and municipalities should work with Lake County to apply for funding in order to design and construct planned segments of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Buffalo Grove, Deerfield, Highland Park, Lake County, IDOT</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on state intersections with Deerfield Rd. The NWMC should encourage Complete Streets planning in municipalities to link with the Deerfield Road Corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Buffalo Grove, Deerfield, Highland Park, Lake County, Metra</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Deerfield Road Corridor. The NWMC should partner with municipalities, forest preserves and Metra to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Golf Road Corridor:

The preferred alignment for the Golf Road Corridor has bicycle facilities on 36 percent of it. While 33 percent of the corridor is a new NWMC recommendation, the corridor serves a large

number of regional destinations and stretches from Elgin to Evanston. In addition, member municipalities are actively pursuing planned segments of the corridor.

4.1.1 Tier One Corridor Implementation Summary: Golf Road Corridor	
Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston</p>	<p>Thirty-six percent of the corridor is complete; however, there is poor continuity between the completed sections. The NWMC should work with municipalities to identify current opportunities for signage to regional destinations such as Woodfield Mall and the North Shore Center for Performing Arts. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: RIVER ROAD TO I-294 <i>Lead Implementers</i></p> <p>NWMC, Des Plaines, IDOT, Cook County, Cook County Forest Preserve</p>	<p>The preferred routing of the Golf Road Corridor through this segment detours around the dangerous on-street conditions on Golf Rd. The NWMC should partner with Des Plaines to assist with grant applications and appropriate signage. The NWMC and Des Plaines should meet with the appropriate jurisdictions to discuss the potential for future accommodations through this segment.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Mount Prospect, Niles</p>	<p>Sixty-seven percent of the corridor is currently in municipal plans or in place. Although an alternate exists, the largest new NWMC recommendation is through Arlington Heights and Mount Prospect. The NWMC should work with Arlington Heights, Mount Prospect and Niles to establish appropriate bicycle accommodations and routing in their municipal bike plans.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston</p>	<p>Twenty-three percent of the corridor is planned. The NWMC should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the corridor. The NWMC should consider coordinating joint funding applications for phase I engineering work.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on Golf Rd. and other state jurisdiction roadways in the corridor. The NWMC should encourage Complete Streets planning in municipalities along the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Schaumburg, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, Niles, Morton Grove, Skokie, Golf, Evanston, Cook County Forest Preserve, Metra, Pace</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Golf Road Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Higgins Road Corridor

Over 40 percent of the corridor has existing bicycle facilities, while only 3 percent is a new NWMC recommendation. The corridor serves a number of regional destinations, including

the Poplar Creek Forest Preserve and the Busse Woods Forest Preserve.

4.1.1 Tier One Corridor Implementation Summary: Higgins Road Corridor	
Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Schaumburg, Elk Grove Village, Cook County Forest Preserve</p>	<p>Forty-two percent of the corridor is complete, including large sections utilizing existing paths through Poplar Creek Forest Preserve and Busse Woods Forest Preserve. Implementers should evaluate where regional destination signage is appropriate in the Schaumburg area. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: I-90 <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Illinois Tollway, Cook County Forest Preserve</p>	<p>The NWMC supported a joint ITEP application from Hoffman Estates and the Forest Preserve District of Cook County that would have addressed the I-90 crossing northwest of the Poplar Creek Forest Preserve. Although this project was not selected for funding, the NWMC and Hoffman Estates should continue to support this project and seek additional opportunities for its implementation.</p>
<p>ADDRESS OBSTACLES/BARRIERS: EASTERN TERMINI <i>Lead Implementers</i></p> <p>NWMC, Elk Grove Village</p>	<p>The preferred routing of the Higgins Road Corridor currently travels through the Poplar Creek Forest Preserve and ends before entering Elk Grove Village and reaching the Elk Grove Business Park. The NWMC should partner with Elk Grove Village to examine the appropriate eastern termini for the corridor and necessary accommodations to reach it.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Schaumburg, Elk Grove Village</p>	<p>Ninety-seven percent of the corridor is currently in municipal plans or in place. The NWMC should work with municipalities to identify and plan the appropriate bicycle accommodations in the remaining three percent of the corridor, or identify appropriate alternative routing where bicycle facilities are planned or exist.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Schaumburg, Elk Grove Village, Cook County Forest Preserve</p>	<p>Fifty-two percent of the corridor is planned. The NWMC should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Schaumburg, Elk Grove Village, IDOT</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on Higgins Rd. and other state jurisdiction roadways in the corridor. The NWMC should encourage Complete Streets planning in municipalities along the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Hoffman Estates, Schaumburg, Elk Grove Village, Cook County Forest Preserve</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Higgins Road Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Howard/Sibley Corridor

Sixty-five percent of the Howard/Sibley Corridor is in place (the highest among all reviewed corridors). The corridor does not directly cross I-294, the Des Plaines River and I-94; however, the corridor serves as a southern connection point between the Des Plaines River Trail and the Lake Michigan shoreline. In addition, the corridor provides access to the North Branch Trail and the Chicago bicycle network.

4.1.1 Tier One Corridor Implementation Summary: Howard/Sibley Corridor	
Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> NWMC, Park Ridge, Niles, Morton Grove, Skokie, Evanston</p>	<p>Sixty-five percent of the corridor is complete. The eastern portion of the corridor has segments with existing bike lanes (Skokie and Evanston). As the gaps in the corridor are designed and completed, the NWMC should work with municipalities to install regional signage to the Des Plaines River Trail, the North Branch Trail and the North Shore Channel Trail. Effective signage is important in this corridor due to necessary detours at the Union Pacific - Northwest (UP-NW) rail line and I-94.</p>
<p>ADDRESS OBSTACLES/BARRIERS: UP-NW LINE, I-94 <i>Lead Implementers</i> NWMC, Park Ridge, Skokie</p>	<p>Sibley St. and Howard St. do not cross the UP-NW line or I-94. Consequently, both Skokie and Park Ridge have created alternative bike routing to connect the corridor on either side of the barriers. The NWMC, Park Ridge and Skokie should examine the current signage and evaluate if additional wayfinding signage would improve the utilization of the corridor.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> NWMC, Niles</p>	<p>Ninety-five percent of the corridor is found within municipal bike plans or is complete. The NWMC should work with Niles to establish appropriate bicycle accommodations in their municipal bike plan for the segment of the corridor east of the North Branch of the Chicago River.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> NWMC, Park Ridge, Niles, Morton Grove, Skokie, Evanston</p>	<p>Sixteen percent of the corridor is planned. The NWMC should assist municipalities applying for funding in order to design and construct planned segments of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> NWMC, Park Ridge, Niles, Morton Grove, Skokie, Evanston, IDOT</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used where Howard St. is under state jurisdiction and on state intersections with Howard St. and Sibley St. The NWMC should encourage Complete Streets planning in municipalities along the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i> NWMC, Park Ridge, Niles, Morton Grove, Skokie, Evanston, Cook County Forest Preserve</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Howard/Sibley Corridor. The NWMC should partner with municipalities and forest preserves to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Fairfield/Quentin Corridor

The preferred alignment of the Fairfield/Quentin Corridor has bicycle facilities on 60 percent of it. The Cook County portion of this corridor is essentially complete utilizing the Palatine Trail and local bike networks. The 40 percent of the corridor in Lake County is planned sidepath. This corridor fills a north-south gap in the NWMC service area between the Des Plaines River and the Fox River Trail.

4.1.1 Tier One Corridor Implementation Summary: Fairfield/Quentin Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Palatine, Schaumburg, Rolling Meadows, Elk Grove Village, Lake County, park districts</p>	<p>Sixty percent of the corridor is complete, including a 14.5 mile stretch through Cook County (Deer Grove Forest Preserve to Wise Rd.). The completed portion of the corridor utilizes the Palatine Trail, the Schaumburg bike network and other local bicycle facilities. The NWMC should work with municipalities to brand the completed portion of the corridor and install regional signage for destinations such as the Illinois Institute of Art and the Deer Grove Forest Preserve. Appropriate signage will be very important because the Cook County portion of the corridor is not direct. The NWMC should work with Lake County to establish regional signage for the northern portion of the corridor during design.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Palatine, Schaumburg, Rolling Meadows, Elk Grove Village, Lake County</p>	<p>One-hundred percent of the corridor is planned or complete. The NWMC should work with municipalities and Lake County to identify the routing as a regional corridor in local bicycle plans.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Lake County</p>	<p>Forty percent of the corridor is planned. The NWMC should offer assistance and support to Lake County when applying for funding in order to design and construct the northern segment of this corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Palatine, Schaumburg, Rolling Meadows, Elk Grove Village, Lake County, IDOT</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on state intersections with the corridor. The NWMC should encourage Complete Streets planning in municipalities along the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Palatine, Schaumburg, Rolling Meadows, Elk Grove Village, Lake County, Lake County Forest Preserve</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Fairfield/Quentin Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Skokie Valley Trail Corridor

Thirty-six percent of this corridor is in place, and is primarily in Lake County. Municipalities with jurisdiction over the Cook County portion of this corridor have completed a feasibility study for extending the trail south. In addition, the Village of Skokie has purchased Union Pacific right-of-way for the construction of the trail, while the Village of Lincolnwood has secured Congestion Mitigation and Air Quality (CMAQ) funding for the southern portion of the corridor that connects to the existing Chicago trail.

4.1.1 Tier One Corridor Implementation Summary: Skokie Valley Trail Corridor	
Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Glencoe, Glenview, Highland Park, Lake Bluff, Lake Forest, Lincolnwood, Northbrook, Northfield, Skokie, Wilmette</p>	<p>Thirty-six percent of the corridor is complete, including more than 9 miles from Lake-Cook Rd. north to Rockland Rd. (North Shore Bike Path). This portion of the corridor is already identified as a major Lake County bicycle facility. This corridor will consist of an off-street bike path following a utility and railroad corridor. Consequently, the NWMC should encourage regional signage at cross streets and connections to local networks. The NWMC should work with municipalities currently planning segments of the corridor to evaluate appropriate signage.</p>
<p>ADDRESS OBSTACLES/BARRIERS: LAKE-COOK ROAD <i>Lead Implementers</i></p> <p>NWMC, Lake County, Northbrook, Cook County</p>	<p>When design begins on the Cook County segment of the corridor, the NWMC should partner in discussions about how best to connect to the existing northern portion of the corridor across Lake-Cook Rd. In addition to crossing Lake-Cook Rd., corridor implementation should evaluate linkages to the Chicago Botanic Garden as a regional destination.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Glenview, Northbrook, Northfield, Skokie, Wilmette</p>	<p>Fifty-three percent of the corridor is planned in some capacity. A group of NWMC members has completed a feasibility study on the corridor. The NWMC should assist with grant opportunities to move the project into phase I engineering.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Glencoe, Glenview, Highland Park, Lake Bluff, Lake Forest, Lincolnwood, Northbrook, Northfield, Skokie, Wilmette</p>	<p>The NWMC should encourage Complete Streets planning in municipalities to create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Glencoe, Glenview, Highland Park, Lake Bluff, Lake Forest, Lincolnwood, Northbrook, Northfield, Skokie, Wilmette, CTA</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Skokie Valley Trail Corridor. The NWMC should partner with municipalities, CTA and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Glenview/Central/Algonquin Corridor

The western and eastern ends of the corridor have substantial existing or planned facilities. There are existing sidewalks, but no existing or planned bike facilities in the middle of the corridor (Rolling Meadows to Mount Prospect), raising the

percent of new NWMC recommendations. A major barrier exists at the UP tracks just east of the Des Plaines River due to a narrow viaduct.

4.1.2 Tier Two Corridor Implementation Summary: Glenview/Central/Algonquin Corridor	
Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Hoffman Estates, Schaumburg, Rolling Meadows, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine</p>	<p>Forty-five percent of the corridor is complete, including a 6 mile stretch along Algonquin Rd. from Crabtree Nature Center to Meacham Rd. and a 2.5 mile stretch from I-294 to the Green Bay Trail. On the eastern portion of the corridor, there is excellent wayfinding signage between the North Branch Trail and the Green Bay Trail, although implementers should work to improve the directness of the signed route. In the short-term, implementers should install signage between the Crabtree Nature Center and the Paul Douglas Forest Preserve. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: EAST RIVER ROAD TO RAILROAD VIADUCT <i>Lead Implementers</i></p> <p>NWMC, Des Plaines, Glenview, Glenview Park District, Cook County Forest Preserve</p>	<p>In the short-term, implementers should examine the possibility of routing the corridor north on Glenview Park District property to Milwaukee Ave. and Glenview Rd. Implementers should continue to pursue the installation bicycle accommodations on Central Rd. through the railroad viaduct.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Rolling Meadows, Palatine</p>	<p>Ninety-one percent of the corridor is found within municipal bike plans or is complete. The NWMC should work with Rolling Meadows, Arlington Heights and Palatine to establish appropriate bicycle accommodations in municipal bike plans for the missing segments of the corridor or determine alternate routing. The NWMC should work with municipalities to identify the preferred routing as a regional corridor in local bicycle plans.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Streamwood, Hanover Park, Schaumburg, Elk Grove Village</p>	<p>Twenty-five percent of the corridor is planned. The NWMC should assist municipalities applying for funding in order to design and construct planned segments of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Hoffman Estates, Schaumburg, Rolling Meadows, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, IDOT</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used when Algonquin Rd., Central Rd. and Wilmette Ave. are under state jurisdiction. The NWMC should encourage Complete Streets planning in municipalities along the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Hoffman Estates, Schaumburg, Rolling Meadows, Mount Prospect, Des Plaines, Glenview, Wilmette, Palatine, Cook County</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Glenview/Central/Algonquin Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Irving Park Road Corridor

Opportunities exist to link smaller existing facilities (49 percent of the corridor) to form a regional corridor. The corridor offers connections to Busse Woods Forest Preserve, Poplar Creek Forest Preserve and the DuPage County trail system. Upcoming improvements to Irving Park Rd. in Streamwood present an opportunity for further bike facilities.

4.1.2 Tier Two Corridor Implementation Summary: Irving Park Road Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> NWMC, Streamwood, Hanover Park, Schaumburg, Elk Grove Village</p>	<p>Forty-nine percent of the corridor is complete, including the roughly 9 miles from Barrington Rd. to Busse Woods Forest Preserve. Implementers should seek regional signage for destinations in the completed segment of the corridor (Alexian Field, Schaumburg Metra, Busse Woods Forest Preserve). As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: EJ&E/CN RAILROAD <i>Lead Implementers</i> NWMC, Streamwood</p>	<p>The NWMC and Streamwood should reach out to the EJ&E/CN Railroad to discuss potential bicycle accommodations for this crossing. Implementers should examine potential funding opportunities for engineering solutions.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> NWMC, Streamwood</p>	<p>Sixty-nine percent of the corridor is found within municipal bike plans or is complete. The NWMC should work with Streamwood to establish appropriate bicycle accommodations in their municipal bike plan for the missing segments of the corridor or determine alternate routing.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> NWMC, Streamwood, Hanover Park, Schaumburg, Elk Grove Village</p>	<p>Twenty percent of the corridor is planned. The NWMC should assist municipalities applying for funding in order to design and construct planned segments of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> NWMC, Streamwood, Hanover Park, Schaumburg, Elk Grove Village</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used. The western portion of Irving Park Rd. is scheduled for roadway reconstruction in the next five years, and implementers should use Complete Streets principles during design. The NWMC should encourage Complete Streets planning in municipalities along the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i> NWMC, Streamwood, Hanover Park, Schaumburg, Elk Grove Village, Metra, Cook County Forest Preserve</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Irving Park Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

North Shore-Millennium Trail Corridor

This corridor provides a good east-west corridor in central Lake County with a high percent of existing path (56 percent). A gap in downtown Mundelein (non-NWMC member) is the biggest obstacle. The western portion does not run through any NWMC members or serve regional destinations.

4.1.2 Tier Two Corridor Implementation Summary: North Shore-Millennium Trail Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Green Oaks, Island Lake, Lake Bluff, Lake Forest, Libertyville, Hawthorn Woods, Mundelein, Prairie Grove, Wauconda</p>	<p>Fifty-six percent of the corridor is complete; aside from a gap in Mundelein, this corridor offers connectivity between the Lakewood Forest Preserve in Wauconda and the Robert McClory Trail in Lake Bluff. The NWMC should work with municipalities to identify current opportunities for signage to regional destinations such as Lambs Farm, Lake County Discovery Museum, Countryside and nearby forest preserves. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: NONE</p>	<p>None.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Green Oaks, Island Lake, Lake Bluff, Lake Forest, Libertyville, Hawthorn Woods, Mundelein, Prairie Grove, Wauconda</p>	<p>While there are no new NWMC recommendations along the corridor, the NWMC should work with municipalities to establish appropriate bicycle accommodations and routing in their municipal bike plans, and to prioritize this important regional route.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Island Lake, Prairie Grove, Wauconda</p>	<p>Forty-four percent of the corridor is in municipal plans. While there are three NWMC members along the corridor, all the planned facilities that are in need of implementation fall in non-member areas: Island Lake, Prairie Grove and Wauconda. The NWMC should make an effort to work with these municipalities to help them apply for funding opportunities in order to design and construct planned segments of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Green Oaks, Island Lake, Lake Bluff, Lake Forest, Libertyville, Hawthorn Woods, Mundelein, Prairie Grove, Wauconda</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on the North Shore - Millennium Trail Corridor and other state jurisdiction roadways along the corridor. The NWMC should encourage Complete Streets planning in municipalities within the corridor route and Lake County DOT to create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Green Oaks, Island Lake, Lake Bluff, Lake Forest, Libertyville, Hawthorn Woods, Mundelein, Prairie Grove, Wauconda</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the North Shore - Millennium Trail Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Dundee Road Corridor

The Dundee Corridor would provide a good east-west corridor in northern Cook County and serve a high number of NWMC communities (8). It also has the potential to cross major barriers, including the Des Plaines River, Illinois 53, and I-294; however,

only 20 percent of the corridor has existing facilities and the amount of newly recommended bike facilities is high (46 percent).

4.1.2 Tier Two Corridor Implementation Summary: Dundee Road Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe</p>	<p>Twenty percent of the corridor is complete and it is the fairly discontinuous sections of the corridor that take advantage of the existing trail networks. This leaves little opportunity for short term signage implementation; however, this corridor does span from the western portion of the conference in Carpentersville all the way to Glencoe on the east so there should be opportunities to tie into short-term signage strategies associated with the existing north-south corridors. Further, the NWMC could begin work with municipalities to identify opportunities along planned segments and prepare for wayfinding to the destinations along this route including: Crabtree Preserve, Deer Grove Preserve, Jens Jensen Preserve, Somme Woods, Chipilly Woods, Potawatomi Woods, and the Wheeling Metra station. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS:IL-53, DES PLAINES RIVER TO I-294 (WHEELING) <i>Lead Implementers</i></p> <p>NWMC, Wheeling, Arlington Heights</p>	<p>Because this corridor spans such a large portion of the conference area, it does cross some significant barriers. The most significant of which is the portion between the Des Plaines River and I-294 in Wheeling. Additional difficulties exist at the IL-53 crossing in Arlington Heights. The NWMC and Wheeling should meet with the appropriate jurisdictions to discuss bicycle accommodations through this segment.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine</p>	<p>Forty-six percent of the new NWMC recommendation is essentially one contiguous piece that extends to the western portion of the conference area from Arlington Heights into Carpentersville and East Dundee. Much of this portion of the corridor is in the non-member municipalities of East Dundee, Barrington Hills, and Inverness. The NWMC should work with these municipalities to establish appropriate bicycle accommodations and routing in their municipal bike plans.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe</p>	<p>Thirty-two percent of the corridor is in municipal plans. The NWMC should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on Dundee Rd. and other state jurisdiction roadways in the corridor. The NWMC should encourage Complete Streets planning in municipalities within the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Carpentersville, East Dundee, Barrington Hills, Barrington, Inverness, Palatine, Buffalo Grove, Arlington Heights, Wheeling, Northbrook, Glencoe</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Dundee Road Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Northwest Highway Corridor

This corridor would link numerous downtowns, Metra stations, and other regional destinations, and would serve nine NWMC members; however, obstacles do exist, including the S-curve in Des Plaines and the uncertain cooperation of the Union Pacific. Currently, only 10 percent of the corridor has an existing bike facility.

4.1.2 Tier Two Corridor Implementation Summary: Northwest Highway Corridor	
Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Barrington, Cary, Crystal Lake, Des Plaines, Fox River Grove, Mount Prospect, Palatine, Park Ridge</p>	<p>Only 10 percent of the corridor is complete, meaning that there is little opportunity to install regional signage in the short-term. The implementers should focus on identifying the regional destinations and corridors where regional signage could be used when the Northwest Corridor is designed and constructed.</p>
<p>ADDRESS OBSTACLES/BARRIERS: S-CURVE <i>Lead Implementers</i></p> <p>NWMC, Des Plaines</p>	<p>Implementers should examine the opportunities for bicycle accommodations through the S-curve or alternative routing if cost prohibitive.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Palatine, Barrington, Fox River Grove, Crystal Lake</p>	<p>Seventy percent of the corridor is found within municipal bike plans or is complete. Implementers should work to establish appropriate bicycle accommodations in municipal bike plans for the missing segments of the corridor or determine alternate routing. The NWMC should work with municipalities to identify the preferred routing as a regional corridor in local bicycle plans.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Barrington, Cary, Crystal Lake, Des Plaines, Fox River Grove, Mount Prospect, Palatine, Park Ridge</p>	<p>Fifty percent of the corridor is planned. The NWMC should assist municipalities applying for funding in order to design and construct planned segments of the corridor. Given the complexities of the corridor, implementers should evaluate a joint application for phase I engineering of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Barrington, Cary, Crystal Lake, Des Plaines, Fox River Grove, Mount Prospect, Palatine, Park Ridge, IDOT</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used when the corridor travels on or along a state jurisdiction. The NWMC should encourage Complete Streets planning in municipalities along the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Barrington, Cary, Crystal Lake, Des Plaines, Fox River Grove, Mount Prospect, Palatine, Park Ridge, Metra</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Northwest Corridor. The NWMC should partner with municipalities, regional destinations and especially Metra to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

ComEd Corridor

It connects a regional destination (McHenry County College) with the Fox River Trail. The project is a short distance and only serves one NWMC member, Crystal Lake. Sixty-eight percent of the corridor is either in place or programmed for construction.

4.1.3 Tier Three Corridor Implementation Summary: ComEd Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> NWMC, Crystal Lake</p>	<p>Thirty-two percent of the corridor is complete, and it is a contiguous portion of road between McHenry Community College and the UP-NW Metra tracks. The NWMC should work with Crystal Lake to identify current opportunities for signage to regional destinations such as McHenry Community College and the Crystal Lake Metra stations. As additional segments of the corridor are developed, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> NWMC, Crystal Lake</p>	<p>McHenry County DOT has planned a bike facility on Walkup Rd. because grade changes along the ComEd Corridor between Walkup Rd. and the Prairie Trail in Sterne's Woods impede the feasibility in this segment. This plan recommends using Hillside to connect to the Prairie Trail. This portion should be coordinated with local plans.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> NWMC, Crystal Lake</p>	<p>The primary reasoning for this corridor appearing in Tier 3 is that it only serves Crystal Lake. That said, there are many short term steps that can be taken to implement this corridor. Thirty-six percent of the corridor has been programmed for construction. The NWMC should work with municipalities to assure that these funds are allocated as planned and that the construction process is prioritized. Funding for the NWMC-recommended portion should be programmed following plan integration.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> NWMC, Crystal Lake</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on ComEd and other state jurisdiction roadways that could improve regional connections. The NWMC should encourage Complete Streets planning in Crystal Lake as well as McHenry County DOT and Lake County DOT.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i> NWMC, Crystal Lake</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the ComEd Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Depot/IL 173 Corridor

This corridor connects the Chain O' Lakes State Park with downtown Antioch and the Des Plaines River Trail. Like the ComEd Corridor, the Depot/IL 173 only serves one member. Upcoming improvements to IL 173 present an opportunity for future bike facilities.

4.1.3 Tier Three Corridor Implementation Summary: Depot/IL 173 Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Antioch, Lake Catherine, Wadsworth, Old Mill Creek</p>	<p>Only 19 percent of the corridor is complete, and it is a contiguous section in Antioch that connects to the Antioch Metra station. The NWMC should work with Antioch to identify current opportunities for signage to this and other regional destinations such as Redwing Slough Forest Preserve, Van Patten Woods, and the Sun Lake Forest Preserve. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: I-94 CROSSING <i>Lead Implementers</i></p> <p>NWMC, Wadsworth, IDOT</p>	<p>The NWMC should partner with Wadsworth and IDOT to address the crossing of IL-173 at I-94. Since this crossing represents significant barriers to regional connectivity, the retrofitting of this corridor should be prioritized. The crossing could be updated in advance of full corridor implementation if opportunities arise.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Antioch, Lake Catherine, Wadsworth, Old Mill Creek, IDOT</p>	<p>Seventy-two percent of this corridor is a new recommendation from the NWMC, which includes the entire stretch along IL-173 that connects to the Des Plaines River and the western segment that connects to Lake Catherine. Most of the unplanned portion exists in non-member municipalities. While this is an important regional connection, there is significant planning work to complete before its realization. Further, because IL-173 is a state highway, IDOT can play a crucial role in the implementation process.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Antioch, Lake Catherine, Wadsworth, Old Mill Creek</p>	<p>There is a portion of this corridor (9 percent) that is planned for the north-south routing along Deep Rd. The NWMC should work with municipalities to apply for funding opportunities in order to design and construct this portion. Funding for the NWMC recommended portion should be programmed following plan integration.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Antioch, Lake Catherine, Wadsworth, Old Mill Creek</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on Depot/IL 173 and other state jurisdiction roadways along the corridor. The NWMC should encourage Complete Streets planning in municipalities within the corridor route and Lake County DOT to create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Antioch, Lake Catherine, Wadsworth, Old Mill Creek</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Depot/IL 173 Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Elgin-O'Hare Corridor

As part of the Elgin O'Hare West Bypass study by IDOT, connections between regional bike facilities in the study area are being explored. However, the study is not expected to be completed for another two years. The NWMC staff and municipalities have been involved in the study process and should remain committed to including a new facility in the corridor.

4.1.3 Tier Three Corridor Implementation Summary: Elgin-O'Hare Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Bensenville, Chicago, Elk Grove Village, Itasca, Roselle, Schaumburg, Wood Dale, O'Hare</p>	<p>Seven percent of the corridor is complete, and there is not good continuity between the completed sections, most of which take advantage of previously constructed facilities in Schaumburg to make a connection to the Schaumburg Metra. This leaves little opportunity for short-term signage implementation. Nonetheless, the NWMC could begin work with municipalities to identify opportunities along planned segments and prepare for wayfinding to the destinations along this route including Alexian Field, the Schaumburg Metra, the Elk Grove Business Park, and O'Hare Airport. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: NONE <i>Lead Implementers</i></p> <p>NWMC, Bensenville, Chicago, Elk Grove Village, Itasca, Roselle, Schaumburg, Wood Dale, O'Hare</p>	<p>There are no notable barriers in this corridor; however, integration into the planning processes of non-member municipalities and connectivity to the airport could present difficulties.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Bensenville, Chicago, Elk Grove Village, Itasca, Roselle, Schaumburg, Wood Dale, O'Hare</p>	<p>Twenty-two percent of the new NWMC recommendation fills small gaps in planning and connects the western edge of O'Hare north into Des Plaines. The NWMC should work with Elk Grove Village, Des Plaines, and O'Hare staff to implement these alignments into planning efforts. Additionally, there is currently an IDOT led Context Sensitive Solution planning process underway that should remain a focus for the NWMC.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Bensenville, Chicago, Elk Grove Village, Itasca, Roselle, Schaumburg, Wood Dale</p>	<p>Seventy-one percent of the corridor is currently in municipal plans. Although this facility largely exists in non-member municipalities, it essentially follows the border of many adjacent communities. Elk Grove Village and Schaumburg can play a key role in the implementation of this project.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Bensenville, Chicago, Elk Grove Village, Itasca, Roselle, Schaumburg, Wood Dale</p>	<p>The NWMC and municipalities should work with IDOT and Cook County (where appropriate) to ensure that the state and county Complete Streets policies are used on the Elgin-O'Hare Corridor and other state/county jurisdiction roadways along the corridor. The NWMC should encourage Complete Streets planning in municipalities within the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Bensenville, Chicago, Elk Grove Village, Itasca, Roselle, Schaumburg, Wood Dale</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Elgin-O'Hare Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Everett/Old Elm Corridor

Everett/Old Elm provides a link between the Des Plaines River Trail and the Robert McClory Trail with some high-quality existing facilities and a crossing of I-94. The Metra crossing in

Lake Forest near Waukegan Rd. remains a difficult barrier with few good options.

4.1.3 Tier Three Corridor Implementation Summary: Everett/Old Elm Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> NWMC, Mettawa, Lincolnshire, Lake Forest, Highland Park</p>	<p>Sixteen percent of the corridor is complete, and it is the fairly discontinuous sections of the corridor that take advantage of the existing trail networks. This leaves little opportunity for short-term signage implementation; however, as the primary function of this corridor is to create a link between the Des Plaines River Trail and the Robert McClory Trail, work could be started around signage and wayfinding for these trails that could be integrated into Everett/Old Elm at a later date. Further, the NWMC could begin work with municipalities to identify opportunities along planned segments and prepare for wayfinding to the destinations along this route including: Des Plaines River Trail, Skokie Valley Bike Path, Wright Woods Trail, the Lake Forest Metra station and the Fort Sheridan Metra station. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: MD-N TRAIN TRACKS CROSSING AND WAUKEGAN ROAD INTERSECTION (LAKE FOREST) <i>Lead Implementers</i> NWMC, Lake Forest, Metra, IDOT, Lake County DOT</p>	<p>The routing of the Everett/Old Elm Corridor goes to the center of Lake Forest and must cross the junction of the MD-N line and Waukegan Rd. (Route 43). The NWMC and Lake Forest should meet with Metra, IDOT, Lake County DOT to discuss strategies for bicycle accommodations through this segment.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> NWMC, Lake Forest, Highland Park</p>	<p>Thirty-seven percent of the new NWMC recommendation is essentially one contiguous piece that extends from the end of the currently planned facilities east, connecting to the Robert McClory Trail through Lake Forest and Highland Park. The NWMC should work with Lake Forest and Highland Park staff to establish appropriate bicycle accommodations and routing in their municipal bike plans.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> NWMC, Antioch, Lake Catherine, Wadsworth, Old Mill Creek</p>	<p>Forty-seven percent of the corridor is in municipal plans, most of which is in Mettawa and Lake Forest. The NWMC should work with these municipalities to apply for funding opportunities in order to design and construct planned segments of the corridor. Mettawa is not a member municipality.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> NWMC, Mettawa, Lincolnshire, Lake Forest, Highland Park</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on Everett/Old Elm and other state jurisdiction roadways along the corridor. The NWMC should encourage Complete Streets planning in municipalities within the corridor route and Lake County DOT to create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i> NWMC, Mettawa, Lincolnshire, Lake Forest, Highland Park</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Everett/Old Elm Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.1 Implementation Tiers

Willow Road Corridor

This corridor would provide a good east-west connection in northern Cook County. There are currently very few facilities along Willow Rd. and no good parallel routes exist within close proximity to the corridor. A central portion of the corridor is currently in a preliminary engineering and environmental study, allowing the opportunity for NWMC and municipal input.

4.1.3 Tier Three Corridor Implementation Summary: Willow Road Corridor

Proposed Implementation Activity	Summary
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka</p>	<p>The corridor, which is a route along Thomas St. in Arlington Heights, is 9 percent complete. This leaves little opportunity for short term signage implementation; however, this corridor does create a link between the Des Plaines River Trail, the North Branch Trail, and the Green Bay Trail. Work could be started around signage and wayfinding for these trails that could be integrated into Willow Corridor at a later date. Further, the NWMC could begin work with municipalities to identify opportunities along planned segments and prepare for wayfinding to the destinations along this route including: Arlington Park Racetrack, Willow Festival Shopping Center, The Glen Center, and the Winnetka, Arlington Park, and Glenview Metra stations. As municipalities design additional segments of the corridor, the NWMC should assist with appropriate regional signage and branding of the corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: I-94, I-294, RAILROAD CROSSINGS <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka</p>	<p>The routing of the Willow Corridor crosses several interstates and rail lines. The NWMC and municipalities should meet with Metra and IDOT to discuss strategies for bicycle accommodations through these barriers. Additionally, because there are several difficult crossings on this corridor, it is recommended that a feasibility study look into prioritizing which barriers should be addressed in the short term.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>NWMC, Prospect Heights</p>	<p>Four percent of the new NWMC recommendation is essentially filling planning gaps in Prospect Heights. The NWMC should work with Prospect Heights to establish appropriate bicycle accommodations and routing in their municipal bike plans.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka</p>	<p>Ninety-one percent of the corridor is in either planned (81 percent) or future (10 percent) facilities. The NWMC should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka</p>	<p>The NWMC and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used on Willow Rd. and other state jurisdiction roadways in the corridor. The NWMC should encourage Complete Streets planning in municipalities within the corridor route and create links to the corridor.</p>
<p>ENCOURAGE AND INSTALL BIKE PARKING <i>Lead Implementers</i></p> <p>NWMC, Arlington Heights, Glenview, Northbrook, Northfield, Palatine, Prospect Heights, Wheeling, Winnetka</p>	<p>Bicycle parking is a necessary component of a successful bicycle network and will assist with the utilization of the Willow Road Corridor. The NWMC should partner with municipalities, forest preserves, transit providers and regional destinations to identify and provide necessary bike parking.</p>

4.2 Regional North-South Corridor Implementation



A bridge to the Des Plaines River Trail

The north-south regional corridors are mostly complete and do not warrant the same evaluation and attention as the other planned corridors. However, gaps in the corridor and shortcomings in these north-south corridors limit their transportation utility. As part of this plan's implementation, the NWMC in partnership with municipalities, Cook and Lake county forest preserve districts and relevant park districts, should address the following collection of issues.

Des Plaines River Trail Ride Quality

The quality of the Des Plaines River Trail varies throughout Cook and Lake counties. In the last five years, the City of Des Plaines took the initiative to seek federal and local funding to improve the quality of the path as it travels through the city. The NWMC should work with other municipalities and the Cook County Forest Preserve District to address the path quality of the Des Plaines River Trail in order to improve the transportation utility of the corridor.

Des Plaines River Trail Lake County Detour

The Des Plaines River Trail detours for one-half mile in Lake County at Deerfield Rd. While real estate restrictions appear to prevent a short-term solution for the directness of the path, the NWMC should track and evaluate future opportunities to address this issue.

4.2 Regional North-South Corridor Implementation

North Branch, Skokie Valley, and Green Bay/Robert McClory Trail Connections

The North Branch Trail terminates at the Chicago Botanic Garden on the border of Lake and Cook counties. The Skokie Valley Trail currently begins north of Lake-Cook Rd. just west of Skokie Hwy. (US-41) and the Chicago Botanic Garden. Additionally, the Green Bay/Robert McClory Trail runs a short distance to the east of the Botanic Garden without a bicycle connection. The Forest Preserve District of Cook County recently received an ITEP grant to connect the North Branch Trail through the Botanic Garden to the Green Bay Trail. The NWMC supported this grant application and should work with municipal and county partners to evaluate and seek connections for these three regional corridors. The Chicago Botanic Garden is a regional destination and has the opportunity to serve as a junction for these bicycle corridors.

Robert McClory/Green Bay Trail in Highland Park

The Robert McClory Trail runs through Lake County from the Wisconsin state line to Cook County where it turns into the Green Bay Trail. The trail is continuous except for a gap in downtown Highland Park. In order to improve the transportation value of this corridor, the NWMC should work with Highland Park to evaluate strategies to improve the trail's directness through downtown Highland Park.

Regional Signage and Bicycle Parking

The NWMC should partner with forest preserves, park districts and municipalities to access the regional signage on these completed north-south corridors. While these regional trails were designed primarily for recreational purposes, these corridors can provide an important transportation asset for area residents. Signage to regional destination, transit stations and local bike networks enable bicyclists to use these corridors for travel as well as recreation.



5

Appendix

Bike Lanes, Marked Shared Lanes, Side Paths and Buffered Bike Lanes

Bike lanes offer the highest level of safety for drivers and cyclists on streets with heavy traffic. On high-traffic arterial streets with vehicle speeds of 30 mph or higher and sufficient width, establish five-foot travel lanes exclusive for bicyclists' use. Establish a policy of regular, prioritized street sweeping along bike lane routes. Bike lanes reinforce proper roadway etiquette, raise the visibility of cyclists and help bicyclists and drivers behave predictably when sharing road space. They also have proven to lower motor vehicle speeds, which results in lower crash severity. Bicycle lanes require regular sweeping to keep lanes acceptably free of road debris.



Marked shared lanes help drivers to expect and accept cyclists in the street and pass bicyclists with caution at an acceptable distance. For bicyclists, marked shared lanes encourage legal bicyclist behavior and raise cyclists' comfort levels, helping them ride more predictably and safely. Generally, marked shared lanes are not recommended on corridors with higher than 35 mph, however. Corridors that are signed at 25 mph or 30 mph are more ideal for this marking. Marked shared lanes are best implemented with additional traffic calming techniques, like curb extensions/bulb-outs, chicanes, medians, and vertical visual cues like trees, lights, and signs. Marked shared lanes can work well on corridors that have high traffic volume, if combined with sufficient traffic calming. This condition is typical of a central business district where speeds seldom exceed 20 mph and block spacing and signal distances are more frequent.



Side paths or multi-use trails are a good option for corridors that have higher traffic counts, higher speeds, and longer block spacing. Side paths are off-street facilities that are typically shared with pedestrians. They can provide a pleasant riding experience for users that are less comfortable navigating high volume traffic and they tie in well with regional trail networks. These facilities should be a minimum of 8 feet wide, but preferably 10-12 feet. Adequate separation from the curb-face can be created by a tree row or parking lane.



Buffered bike lanes and cycle-tracks offer an alternative solution to side paths on corridors with traffic counts, higher speeds, and longer block spacing. A 2-3 foot painted buffer area to separate the vehicle travel lane from the bike lane can provide sufficient separation to improve the riding experience on heavily travelled arterial corridors. The advantage of a buffered bike lane over a side path is that it can be a more affordable solution if there is sufficient space within the curb-to-curb area.

Top left - example bike lane; top right - example shared lane marking; middle - example multi-use trail; bottom - example buffered left turn bike lane. Image sources: The Chicago Bike 2015 Plan



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