

North and Northwest Cook County
Regional Corridor Bicycle Signage Plan

Northwest Municipal Conference

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Introduction

The Northwest Municipal Conference (NWMC) is a regional council of governments, consisting of municipalities in Cook, Lake, McHenry, Kane, and DuPage counties. Over the years, many conference members had individually prepared excellent plans and maps for bicycle facilities within their municipal boundaries. The NWMC built upon this previous planning work and created the 2010 Bicycle Plan to serve as a guide for planning and implementing bicycle facilities in the NWMC service area. This work was accomplished with the help of the newly formalized Bicycle and Pedestrian Committee, the Active Transportation Alliance, municipal staff and elected officials.

One of the recommendations to come out of the 2010 Bicycle Plan was to develop a regional signage network and installation plan for identified priority corridors. To accomplish this goal, funding was secured through a \$36,500 Cook County Model Communities grant to develop a plan that would refine identified regional destinations, develop signage standards and prioritize where regional wayfinding signage should be installed when funding became available.

To accomplish these goals, the scope of work for this project included six areas of focus that began with the evaluation of existing bicycle signage in North and Northwest Cook County. This work was accomplished through a series of in-the-field assessments of priority corridors identified in the 2010 Bicycle Plan. Work continued in the succeeding months to review and assess best signage practices as they applied to the NWMC area.

A great deal of committee work was done to refine and identify regional destinations for bicycle signage including an inventory of Metra and Chicago transit Authority stations. Next, sign layout design and placement guidelines/ standards were identified that were to develop a regional signage network and a prioritized implementation plan. The end result of this process, was the creation of this policy document and a toolbox of digital mapping layers that can be used to develop a signage program by public officials now and into the future.

I BICYCLE ROUTE SIGNAGE BEST PRACTICES AND RECOMMENDED METHODS

Introduction

Bikeway signage is a cost-effective treatment to improve the bicycling environment of a community or a region. This type of signage is typically referred to as ‘wayfinding,’ which allows a user to follow an intended route. Generally, bike routes are identified by knowledgeable local cyclists, often in concert with route-evaluation technology. These individuals make judgments on the quality of the riding environment and recommend preferred routes.

This first section of the Northwest Municipal Conference North and Northwest Cook County Bicycle Signage Plan illustrates the **best practices** in the field of bicycle route wayfinding. This overall plan is ultimately intended to provide the NWMC with a comprehensive guide to the development and implementation of a wayfinding system that will enhance existing and proposed cycling infrastructure.

Thus, the Plan provides general guidance on signage design – including dimensions, color, marking design and layout of individual signs. This guidance is consistent with regional and national standards, primarily from the Manual on Uniform Traffic Control Devices (MUTCD), a publication of sign standards and guidance by the Federal Highway Administration (FHWA), and thus represent the current best practices.

Reviewing best practices in other large cities including Chicago, Oakland, California and Milwaukie, Oregon and incorporating them into a route signage program is important because experience is a great teacher. Utilizing proven methods that others have successfully used improves the chances of success and saves time and money reinventing what has already been tested and found to work. The best practices outlined in this document were used to determine sign types and their locations along identified priority corridors.

Need for Enhanced Bikeway Signing

Signage can serve both wayfinding and safety purposes including:

- Helping to familiarize users with the bikeway system
- Helping users identify the best routes to significant destinations
- Helping to address misperceptions about time and distance
- Helping to overcome a “barrier to entry” for people who do not bicycle much, but who want to get started
- Alerting motorists to expect bicyclists on the route

Placing signs throughout the region indicating to bicyclists their direction of travel, the location of destinations, and the riding distance to those destinations makes the bicycle system more accessible to all users. Wayfinding signs also provide visual cues to motorists that they are driving along a bicycle route and should use caution. Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes. Choosing the right number of signs is important, since having too many road signs can clutter the right-of-way both physically and visually. It is recommended that bikeway signs be posted at a height most visible to bicyclists and pedestrians.

Bikeway Wayfinding Signage Design Guidance

Uniformity, legibility and adherence to existing standards are among the elements to consider when determining the appropriate wayfinding sign design for the NWMC. National, state, and local standards, along with local input, should guide the development of signage design.

National guidance on wayfinding signage is found in the MUTCD and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. State of Illinois guidelines would come from the Illinois Department of Transportation, but very little bikeway signage information is available from IDOT. Likewise for roadway signs, IDOT relies primarily on the MUTCD, and issues an Illinois-specific supplement to cover specific issues unique to Illinois. Locally, the City of Chicago has developed and employed a bicycle wayfinding system for many years, starting decades ago with the “Bike the Boulevards” signs. In the mid-2000s, Chicago redefined their bikeway signage standards and set a new ‘bar’ for excellence. Many jurisdictions around the US have based bicycling wayfinding signage designs on the Chicago model, and many of Chicago’s standards were incorporated in the most recent version of the MUTCD.

MUTCD

As mentioned earlier, the MUTCD is a publication of signage standards and guidance published by the Federal Highway Administration. This document is continually updated and the content is closely reviewed and updates recommended by the National Committee on Uniform Traffic Control Devices. The standards contained in this NWMC document are based on the 2009 update to the MUTCD. The MUTCD uses highly specific language to classify design guidelines. The following terms are defined by the MUTCD:

- **Standard:** A statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device.
- **Option:** A statement of practice that is a permissive condition and carries no requirement or recommendation.
- **Guidance:** A statement of recommended, but not mandatory practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate.

For example, the speed limit sign Standard states that a speed limit sign will be placed at points of change from one speed to another while Guidance suggests that warning signs be posted prior to a speed change to alert motorists of the upcoming change. A section on Options covers factors that may be used in addition to engineering studies to determine optimal speed limits.

Bicycle guide signs are defined by the following Standards, Options and Guidance found in MUTCD Section 9B.20 Bicycle Guide Signs.

Bike Guide Signs

Option:

Bike Route Guide (D11-1) signs (see Figure 1, MUTCD Figure 9B-4) may be provided along designated bicycle routes to inform bicyclists of bicycle route direction changes and to confirm route direction, distance, and destination. If used, Bike Route Guide signs may be repeated at regular intervals so that bicyclists entering from side streets will have an opportunity to know that they are on a bicycle route. Similar guide signing may be used for shared roadways with intermediate signs placed for bicyclist guidance. Alternative Bike Route Guide (D11-1c) signs may be used to provide information on route direction, destination, and/or route name in place of the "BIKE ROUTE" wording on the D11-1 sign (see Figures 9B-4 and 9B-6). Destination (D1-1, D1-1a) signs, Street Name (D3) signs, or Bicycle Destination (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c) signs (see Figure 9B-4) may be installed to provide direction, destination, and distance information as needed for bicycle travel. If several destinations are to be shown at a single location, they may be placed on a single panel with an arrow (and the distance, if desired) for each name. If more than one destination lies in the same direction, a single arrow may be used for the destinations.

Guidance:

Adequate separation should be made between any destination or group of destinations in one direction and those in other directions by suitable design of the arrow, spacing of lines of legend, heavy lines entirely across the panel, or separate signs.

Directional Arrows

Standard:

An arrow pointing to the right, if used, shall be at the extreme right-hand side of the sign. An arrow pointing left or up, if used, shall be at the extreme left-hand side of the sign. The distance numerals, if used, shall be placed to the right of the destination names. On Bicycle Destination signs, a bicycle symbol shall be placed next to each destination or group of destinations. If an arrow is at the extreme left, the bicycle symbol shall be placed to the right of the respective arrow.

Guidance:

Unless a sloping arrow will convey a clearer indication of the direction to be followed, the directional arrows should be horizontal or vertical. The bicycle symbol should be to the left of the destination legend. If several individual name panels are assembled into a group, all panels in the assembly should have the same horizontal width.

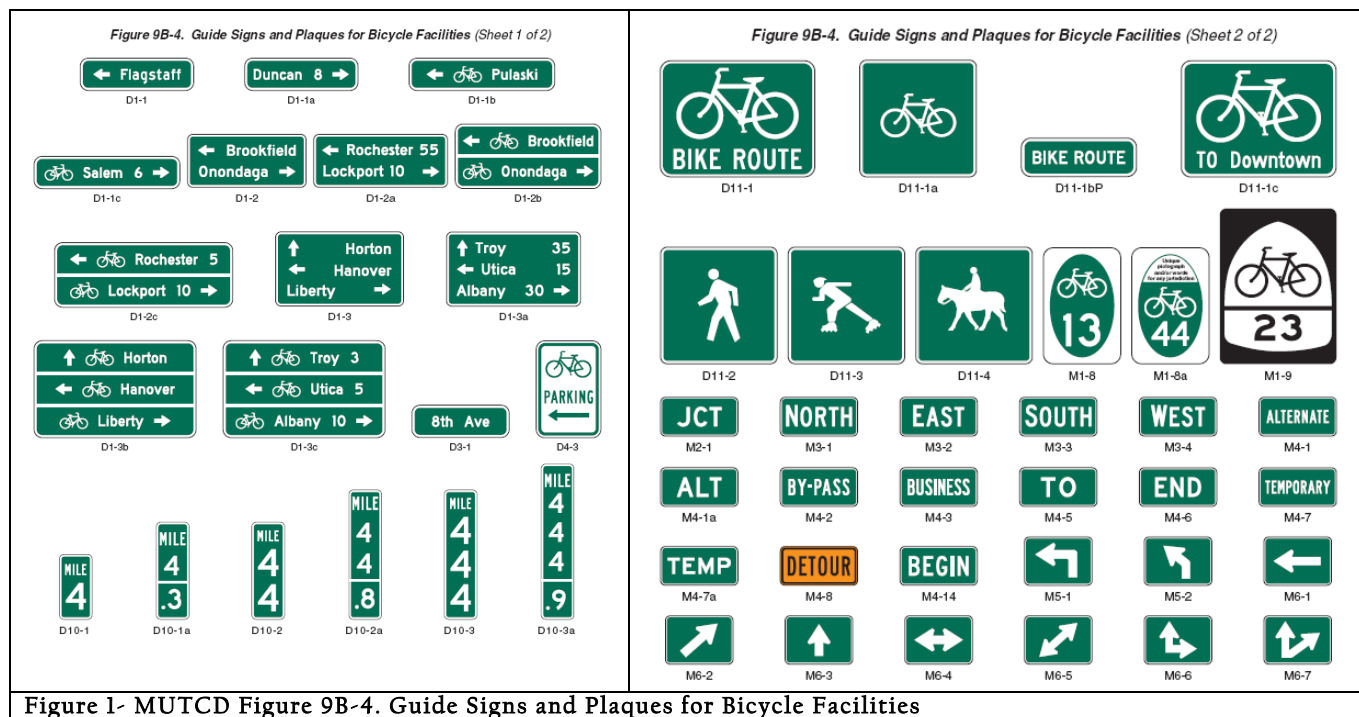


Figure 1- MUTCD Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities

AASHTO

The AASHTO Guide for the Development of Bicycle Facilities 1999 (latest edition) recommends that typical (MUTCD approved) bicycle route signs along designated bikeways include 'destination plates' directing cyclists to specific locations (e.g., downtown). In situations where a route is not officially designated as a bikeway, directional signage may still be used. Signs should be placed every 1,600 feet (500 meters), at all turns along the route and at major signalized intersections. Typical sign placement is shown in Figure 2.

Illinois Department of Transportation

The IDOT supplement to the MUTCD currently does not provide any additional information beyond the MUTCD.

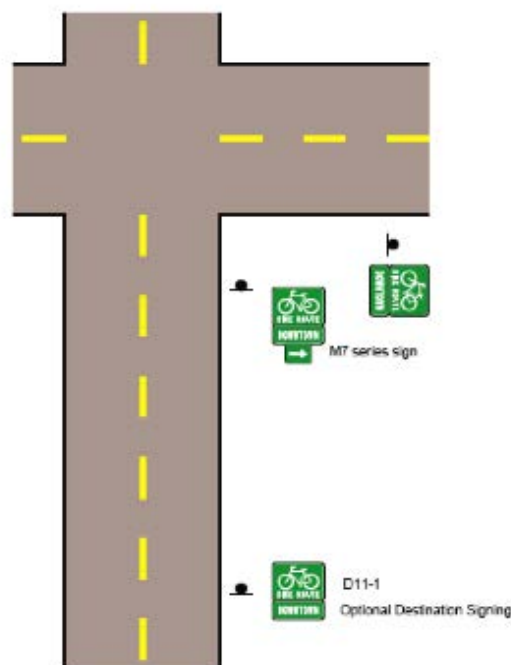
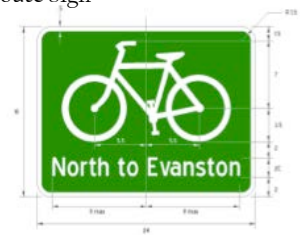


Figure 2: Typical Signed Shared Route Signage

City of Chicago

As noted earlier, the City of Chicago has developed the bikeway sign shown in the graphic to the right, that varies slightly in the font size/spacing from the version approved by IDOT. A detailed image of the sign and its dimensions is included in Appendix A. The signs are green and can accommodate approximately 22 characters per line at the standard 2-inch font size. The legend text spacing can be reduced by 25%, but this may come at the expense of the sign's legibility.

Chicago Shared route Sign



Signage and Sign Element Recommendations

The City of Chicago's signage guidelines represent a general recommended approach for NWMC's signs. Their standards and guidelines are consistent with the MUTCD and IDOT guidelines.

Sign Types

The system is primarily composed of three sign types:

- **Confirmation signs confirm that a cyclist is on a designated bikeway.** Each confirmation sign includes a Bicycle Route Guide Sign (D11-1) and a Destination Supplemental Sign (D1-1b). Confirmation signs are located mid-block or on the far-side of intersections. Confirmation signs include destinations and their associated distances, but not directional arrows.
- **Action (Turn) signs indicate where a bikeway turns from one street onto another street.** (They are not used at the junction of intersecting bikeways.) Turn signs are located on the near-side of intersections. Each Turn sign includes a Bicycle Route Guide Sign (D11-1) and the appropriate Direction Arrow Supplemental Sign (M7-1 to M7-7).
- **Decision signs mark the junction of two or more bikeways.** Decision signs are comprised of a Bicycle Route Guide Sign (D11-1) and a Destination Supplemental Sign (D1-1b). Decision signs are located on the nearside of intersections. They include destinations and their associated directional arrows, but not distances.

Decision signs are placed at points where the bicyclist has a choice to continue on their present route or change direction onto another bikeway and destination. These decision points are located at the intersection between two corridors and at intersections with other bikeways. Decision signs are Route Guide Signs type D11-1 and include Destination Signage (D1-1b) on the same post.

Sign Guidance

- **Distance Estimates should be displayed consistently.** While other communities have included time estimations to destinations, we would not recommend this approach. Distances less than 3 miles should be in miles and fractions, thereafter, miles and decimals to the tenth of a mile.
- **Destination names may be stacked or abbreviated in order to accommodate longer destination names.** Text size will not be reduced. The decision to abbreviate or stack text was made based on the following hierarchy:

- A destination name is abbreviated if the abbreviation will fit on a single line (e.g., the preference would be to keep the abbreviation on one line).
 - Unabbreviated destination names will be stacked on two lines if the space on the sign is adequate.
 - Abbreviations will be used on stacked text if necessary to accommodate long destination names.
- **The number of destinations provided on a given sign array are not to exceed four**, and the number of signs on a given array pointing in the same direction are not to exceed two.
- **Mileage for each destination will be listed when text is stacked, if possible.** Time and distance may be listed as a single line of text to the right of or below the destination if necessary. This practice would deviate from the IDOT standard, which is acceptable outside of IDOT rights-of-way.
- **The closest destination to each sign will be placed in the top slot.** Destinations that are further away will be placed in slots two and three. This allows the nearest destination to ‘fall off’ the sign and subsequent destinations to move up the sign as the bicyclist approaches.
- **In locations where a bike route turns or makes a difficult transition, the NWMC should consider using a directional change/route reinforcement sign or pavement marking in place of a destination/distance sign.** Standard bike route directional signs are shown in Figure 1 of this Plan. Sign D11-1 should be used in combination with one of the arrow placards (series M5 and M6) shown in the same figure.
- **Pavement markings may be used to help reinforce routes and directional signage.** Markings, such as those used by the City of Chicago, may be used in addition to, or in place of, directional signs along bike routes. Example pavement markings and basic design guidance are found in Appendix C.

Sign Placement

- **Signs should be placed along all designated NWMC bikeways.** In cases where the bikeway does not yet exist, installation of the signs should occur simultaneously with or after bikeway construction.
- **Signs should be placed in locations where the direction of the bike route is not immediately obvious** (e.g., changes in direction), at intersections along all developed bikeways, at key decision points, and as guidance through difficult turns.
- **At greater distances, area destinations (e.g., local commercial centers and neighborhoods) should be signed as a general location.** As the distance to these area areas decreases, specific destinations within the area can be named (e.g., Village/City Hall and the local library).
- **Table 1 includes the signage placement standards for rights-of-way managed by the county and IDOT.** Standards that apply to placement of signs within the IDOT right-of-way also

apply to bikeway signage. Installation of signs in IDOT rights-of-way should be done in conjunction with the appropriate state officials.

Table 1 – Signage Placement Standards

	Cook County	IDOT¹
Vertical Clearance	7 (seven) Feet	Seven feet for a single sign. Six feet for multi-sign assembly.
Horizontal Clearance	1 (One) Foot Behind Curb, 2 (two) Feet Behind Shoulder ²	Six feet to face of guardrail.
Post Style	Wood Poles are Preferred ³	Ground mounted signs not protected by a guardrail or barrier must be breakaway. A four by four inch wooden post is considered to be breakaway.
Shared Support	Each sign should be on its own support. Signs may not be placed on utility poles.	Allowed

Examples of best practices were reviewed from around the country. The “Best Practices in Bicycle and Pedestrian Wayfinding in the Washington Region” (2007) surveyed wayfinding programs throughout the region and reviewed standards for signage in the District of Columbia, Alexandria, College Park and several governmental agencies. The “City of Oakland Design Guidelines for Bicycle Wayfinding Signage” reviewed sign types, sign placement principles, frequency and layout among other best practices. The “Milwaukie Bicycle Wayfinding Signage Plan” in Oregon, similarly reviewed signage guidance, placement and looked at the need for bikeway signing, destinations and sign phasing. Sections on destination and sign placement guidelines were reviewed from the “Chicago Bicycle Guide”. Together these documents helped to support the standards outlined in this chapter and informed the approach to signage of the regional corridor.

¹ Comprehensive signing placement standards can be found in Section 9 of the MUTCD.

² In commercial areas where sidewalks do not contain a planter strip, signs may be placed in concrete. Sign faces should be at least one foot behind the back of the curb, with at least five feet of horizontal clearance for pedestrians to meet ADA and zoning code requirements.

³ In downtown and commercial areas where a planter strip may not be available, signs may be placed on metal posts. Metal posts must be breakaway posts and require a receptacle (i.e., a metal sleeve embedded in the concrete that a sign post would fit into).

II Evaluation of Existing Signage

Introduction

The North and Northwest Cook County Bicycle Signage Plan provides the Northwest Municipal Conference with a comprehensive guide to the development and implementation of a wayfinding system that will enhance existing and proposed cycling infrastructure. In order to provide appropriate guidance for a regional signage network, the NWMC first had to understand and evaluate existing conditions.

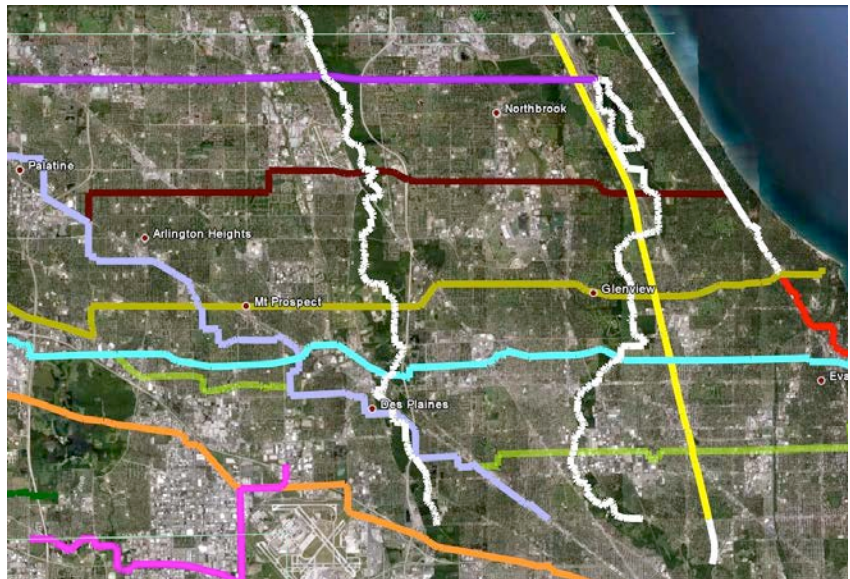
Data Collection

The consultant team collected data from the NWMC staff and Conference members and performed field reviews that involved photographing and GPS locating existing bike signage. Data collections efforts included:

- Catalogued NWMC GIS corridor data files
- Municipal Bike Plans
- Obtained existing municipal bike signage data
- Performed a GPS inventory of existing bike signs along each of the 14 corridors
- Photographically documented 1,046 bike signs
- Collected additional key destination information

Identification of Corridors

To help in the process of planning and implementing regional bike facilities that work as a system across municipal boundaries, the NWMC had previously identified regional bicycle corridors. Based on the data supplied by the NWMC, GHA prepared corridor maps for each of the 14 primary corridors identified in 2010 Bicycle Plan. Corridor mapping was prepared from the 2010 bike plan data and base GIS information using ESRI.



The maps serve as the basis for analyzing the locations and destinations required to be included on future wayfinding signage. The corridor system includes east-west and northwest corridors; north-south trails systems, and forest preserve connectors. Each of the corridors listed below was included in the signage plan scope of work.

Table 1 – Regional Corridors

	Corridor	From	To
1	Green Bay Road/Lakefront Trail	Evanston	Lake County Line
2	Skokie Valley Trail	Chicago	Lake County Line
3	North Branch Trail	Chicago	Chgo. Botanic Gdn.
4	Des Plaines River Trail	Chicago	Lake County Line
5	Howard-Sibley	Chicago/Evanston	Des Plaines
6	Glenview/Central/Algonquin	Wilmette	Barrington Hills
7	Fairfield/Quentin	Schaumburg	Lake County Line
8	Dundee Road	Glencoe	Kane County Line
9	Golf Road	Evanston	Kane County Line
10	Irving Park Road	Schaumburg	Kane County Line
11	Elgin-O'Hare	Elk Grove	Kane County Line
12	Higgins Road	Chicago	Kane County Line
13	Willow Road	Winnetka	Palatine
14	Northwest Highway	Chicago	Lake County Line

estimation Signage in
vanston

Municipal Signage Information

The Northwest Municipal Conference requested that member communities submit information regarding their existing bicycle signage for inclusion in the planning process. Nine (9) of the 28 member communities submitted signage information, in a variety of formats, including hard copy, CAD, GIS shapefiles, or PDF maps. This information is summarized Table B-1 Summary of Signage Data Provided in the Appendix.

Field Inventory

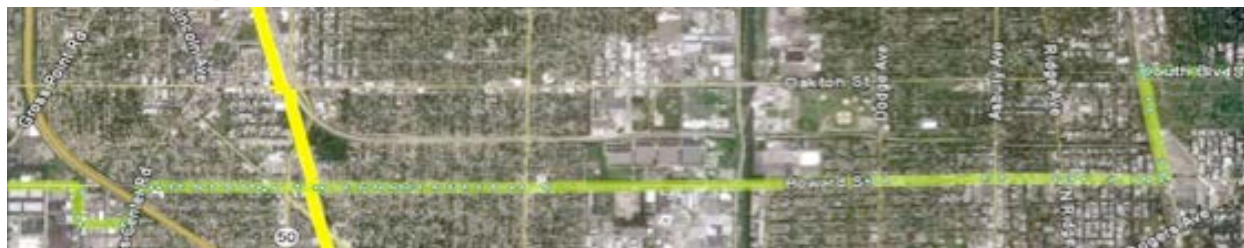
GHA spent extensive time in the field conducting signage inventories along each of the 14 regional corridors. Our staff, utilizing a Toshiba Tablet with an internal camera and Global Positioning System (GPS), drove or biked each corridor (within Cook County limits), stopping to photograph relevant bike signs. The photo images were then identified by corridor and municipality and imported into Google



Earth using latitude and longitude information gathered by the GPS.



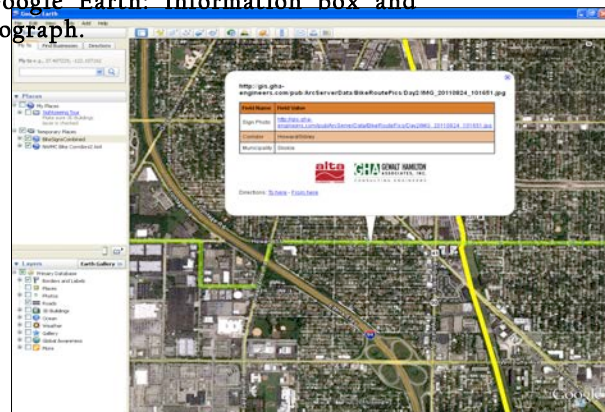
Data Compilation



All of the corridor information and signage locations and photos were compiled into an electronic map which spatially indicates the presence of a sign by a point and allows the user to click that point to open an actual image of the sign.

The Conference Bicycle and Pedestrian Committee was given this map in the form of a Google Earth file (.kml). Participating members found this format easy to use as the viewer was able to quickly zoom to areas of interest or pan out and view system trends. The (.kml) file format was small and easily transmittable and was, as such, the recommended viewing method.

Screenshot of Google Earth: Information box and link to sign photograph.



III Regional Destinations for Bicycle Signage Prioritization

Signed Destinations

Typically, communities will develop a list of destinations that they want riders to know about as they traverse a route. Many times, however, the space available on the signpost is limited to 3 or 4 destinations. In these cases, choices need to be made on the relative importance of destinations.

If more than three destinations can be signed at a potential location, those destinations considered to be more important will be signed. Table 2 shows an example of general landmark categories and their standing in the signing hierarchy. These rankings were developed based on the best practices in other regions and were a good place to start.

Table 2 – Sample Wayfinding Landmark Categories and Hierarchy

Landmark Category	Hierarchy
Downtown	Primary
Commercial Center	Primary
Regional Parks and Trails	Primary
Adjacent Cities and Neighborhoods	Primary
Public Transit Sites	Primary/Secondary
Civic/Community	Primary/Secondary
Local Parks and Trails	Secondary
Hospitals	Secondary
Schools	Secondary

As mentioned in the Chapter II, some destination names are too long to fit on a single line of text while still meeting MUTCD sign standards. Outside of IDOT rights-of-way, the Conference may choose to increase the sign size, decrease the font size, or accommodate the destination name on two lines and move distance/travel time text as desired. However, the recommendation is to keep text to one line.

Regional Destinations

The NWMC requested additional destination location information to augment the key destination information identified during the planning of the 2010 Bike Map. This was done to allow municipalities a second chance to identify locations within their communities that they may want included in the way finding plan. The Northwest Municipal Conference received additional location information from 17 of the 28 Cook County communities. This information is shown in Table B-2 Additional Destination Information in the appendix

Prioritizing Regional Destinations

Further work was done by the Bicycle and Pedestrian Committee during both the August and September meetings to discuss best practices for prioritizing destinations. In the 2010 NWMC Bicycle Plan, regional

destinations were identified by the member communities. The 2010 list was focused on major regional destinations, but the decision was made to make the list more inclusive and expansive. The resulting list included about 500 destinations. Following best practice, other municipality's prioritization approaches were considered. These large cities included: Chicago, Oakland, CA and Milwaukie, OR. The methods used in these examples were combined in a table, which follows:

This list was then re-arranged to forge a preliminary ranking system for NWMC. This system was then applied to the overall list of destinations, which was distributed to the Bicycle and Pedestrian Committee for review and comment.

Destination	Oakland CA		Chicago		Milwaukie OR	
	type	distance	type	distance	type	distance
Primary	Neighboring cities	5	Shared use paths		Downtown	
			Downtown		Commercial Center	
			Lakefront		Regional Parks & Trails	
			CPD regional parks (7)		Adjacent Cities/Neighborhoods	
					Public Transit Sites	
Secondary	Bart stations	2	Universities major		Civic/Community	
	Transit stations		Colleges		Local Parks & Trails	
	Districts (neighborhoods)		Bike to transit stations		Hospitals	
			Bordering municipalities		Schools	
Tertiary	Parks	1	Stadiums (3)			
			Public institutions			
			Airports			
			Bikeway streets			

The team received helpful comments from a number of committee members, primarily centered on refining the destination lists for their respective community members. This review prompted a refinement of the classification list and the ranking assignments to the following:

Primary Destinations 106

- Neighboring Cities - 25
- Transit Stations - 46
- Shared Use Paths/NWMC Bicycle Corridors - 14
- Major Parks/Forest Preserves - 21

Secondary Destinations 196

- Major Commercial District/Mall - 43
- Downtowns - 24
- Universities/Colleges - 8
- Stadiums - 5
- Parks - 79
- Major Employment Center - 14
- Major Tourist/Entertainment Attraction - 23

Tertiary Destinations 78

- Airports - 4
- Civic/Community - 60
- High Schools - 14

This hierarchical approach is divided into three groups: Primary, Secondary and Tertiary. Primary destinations are defined as neighboring cities, transit stations, shared use paths/NWMC bicycle Corridors and major Parks/Forest Preserves. There are seven categories that are defined as secondary destinations and as a group represent, centers of learning, economic and tourist attractions and commercial districts. Tertiary destinations are made up of airports, civic/community centers and high schools. These categories were used as guidelines to determine destinations within each NWMC community. A table in the appendix shows the resulting 500 destinations by municipality, it's classification e.g. transit station, ranking, the corresponding corridor and comments that related to the selection.

This prioritization approach is the foundation and source for locating and digitally identifying community destinations in the implementation section of this document. A digital mapping layer can be opened in Google Earth that visually shows the relationship between the priority corridors and destinations. Consistent regional signage is developed by looking at the corridor as a whole and viewing the relationship between destinations and other mapping data that includes existing and proposed bike route information. Using this toolbox of information, a determination can be made on which destinations are placed on signs along each corridor.

IV Sign Layout, Design and Placement Guidelines and Standards

Introduction

This section, *Sign Layout, Design and Placement Guidelines and Standards*, provides key information to the NWMC Bicycle and Pedestrian Committee on the specifics of what the signs for the region will look like, what the NWMC identity sign looks like, and the details necessary to move forward with each community's signage program as funds are available. This guide will assist a municipality in answering questions such as size of signs, how many signs, colors, where should they be placed, costs, design parameters, etc. The benefit of this approach and this guide is to ensure that each community in the region will ultimately develop a signage system that looks and performs as a unified system, much like the Interstate system signs, which are uniform across the nation. Ideally, as a section of a corridor is ready for signage, the municipality, or the municipalities along a corridor, can go to this guide and have the basic information they need to start their signage effort. We envision the guide residing on the NWMC Bicycle and Pedestrian Committee website for download, with a tagline something like this: *So you are ready to install regional bicycle signage.*

Sign Placement Guidelines and Standards

This section describes the types and placement of wayfinding signs along the regional corridors. There are three basic sign types: Decision, Action (Turn) and Confirmation. An additional NWMC Bicycle Route System Identity Sign was developed in concert with the Bicycle and Pedestrian Committee. In this plan, Decision signs are placed along the corridors to inform bicyclists of connections with other corridors or significant existing routes. Action (Turn) signs are placed along a corridor where the alignment makes a major change of direction. Confirmation signs are placed at regular intervals along the corridor and to confirm turn or connecting corridor situations.

Sign Types and Placement

D-11-1 (Bike Route Guide and Decision Signs)

- D-11-1 Signs appear in a variety of configurations, such as our examples shown. For the purposes of this guide, these signs (D11-1) will appear as Destinations signs, Turn signs, as well as Confirmation signs.
- Per the MUTCD:
 - “Route Guide (D-11-1-1) signs may be provided along designated bicycle routes to inform bicyclists of bicycle route direction changes and the confirm route direction, distance and destination.
 - If used, Bike Route Guide signs may be repeated at regular intervals so that bicyclists entering from side streets will have an opportunity to know that they are on a bicycle route.

Similar guide signing may be used for shared roadways with intermediate signs placed for bicyclist guidance.

- o Alternative Bike Route Guide (D-11-1c) signs may be used to provide information on route direction, destination, and/or route name in place of “BIKE ROUTE” wording on D11-1 sign.”
- Signs typically are placed:
 - o approximately every 0.25 mile
 - o after every turn in a route, unless the next turn is 0.125 mile away or less
 - o after all signalized intersections
 - o within 160 feet after an intersection
 - o on existing poles (if practical)

D1-1b (Destination signs mounted below Bike Route Guide Signs)

- These signs are shown on the next page. The D1-1b is only used below Decision signs.
- Non-Channelized
 - o Place 40 feet before the intersection
 - o Ensure sign is at least 20 feet, preferably 30 to 40 feet, from the stop sign or stop light
 - o Ensure sign is not blocking the stop sign or stop light.
- Channelized
 - o Sign is placed based on engineering judgment
 - o Place between taper and bay
 - o Ensure sign cannot be misinterpreted (e.g. turn into alley)
- Specific
 - o 4 signs max on one pole
 - o No more than 2 signs in one direction

Signed Route

- A route with D-11-1 signs placed every 0.25 mile.

Unsigned Route

- A route that is recommended for bicycling, yet no D-11-1 signs are present.

Sign Installation and Specification

The following pages illustrate the wayfinding signs described in the previous section as well as their installation along the corridor and at intersection situations. The section begins with an illustration of Decision, Action (Turn) and Confirmation signs along with an example of the custom D-11-1 sign developed by the Bicycle and Pedestrian Committee. The following section illustrates several examples of Destination signs (D1-1b) referencing their size, font type and colors as well as other D-11-1 route signs. Examples illustrate the

placement of signage in signed and unsigned route intersection situations. Finally, vertical and horizontal sign clearances are shown as well as signpost and installation.

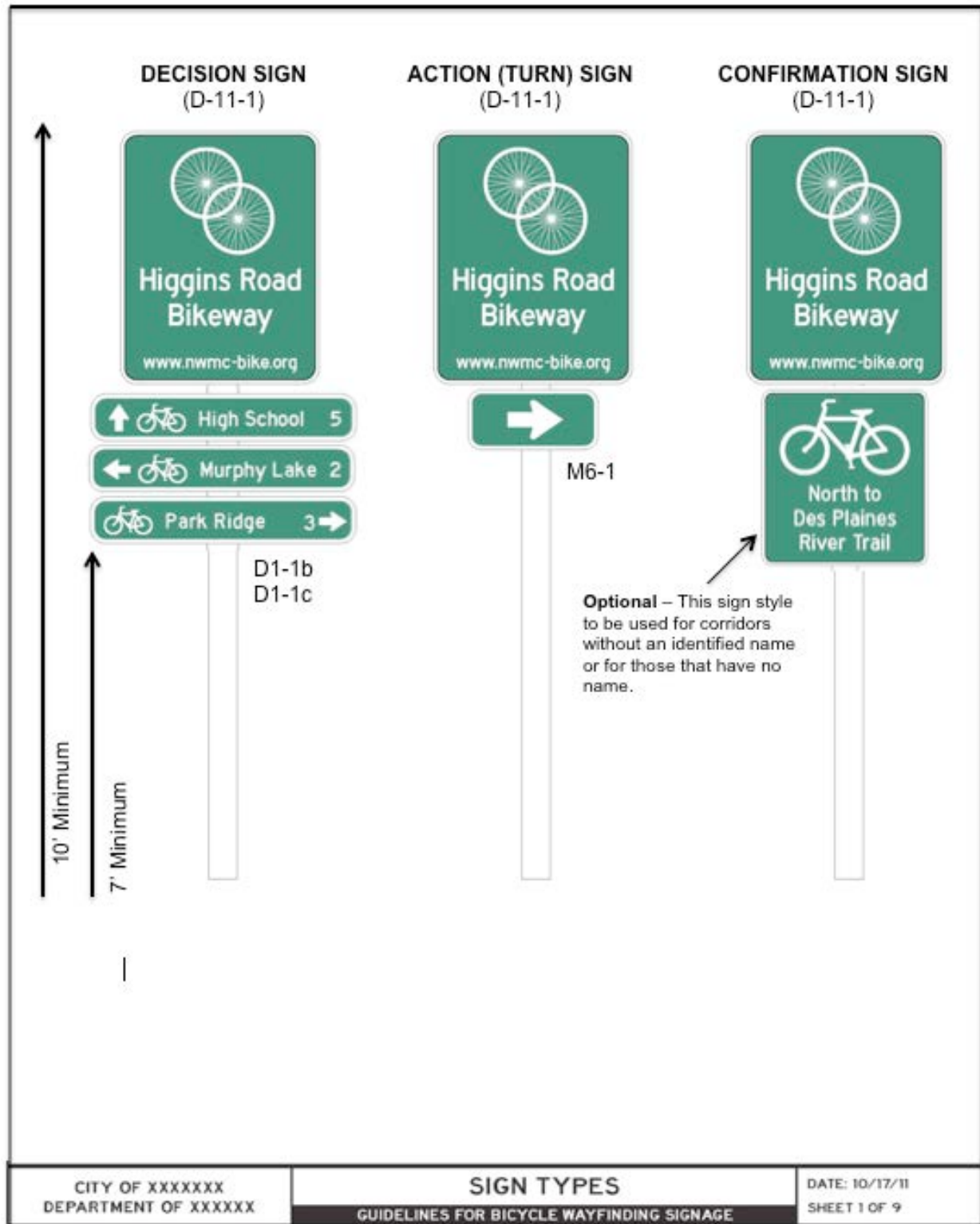
Beyond this standardized approach to sign installation and specification, additional information could be provided on the corridor signs in the form of a Quick Response code (QR code). First designed for the automotive industry, QR codes are becoming more common place in public places. Users with a camera-equipped smart phone can scan the image to display text, contact information or open a web page. Use of QR codes on wayfinding signage is intended to direct bicyclists in the field to the presence of a municipality's webpage that might include corridor maps and background information. QR codes could be placed on the rear of D1-1b signs. Below are two illustrations of how this new emerging technology could be used. This example is from Des Plaines, Illinois.

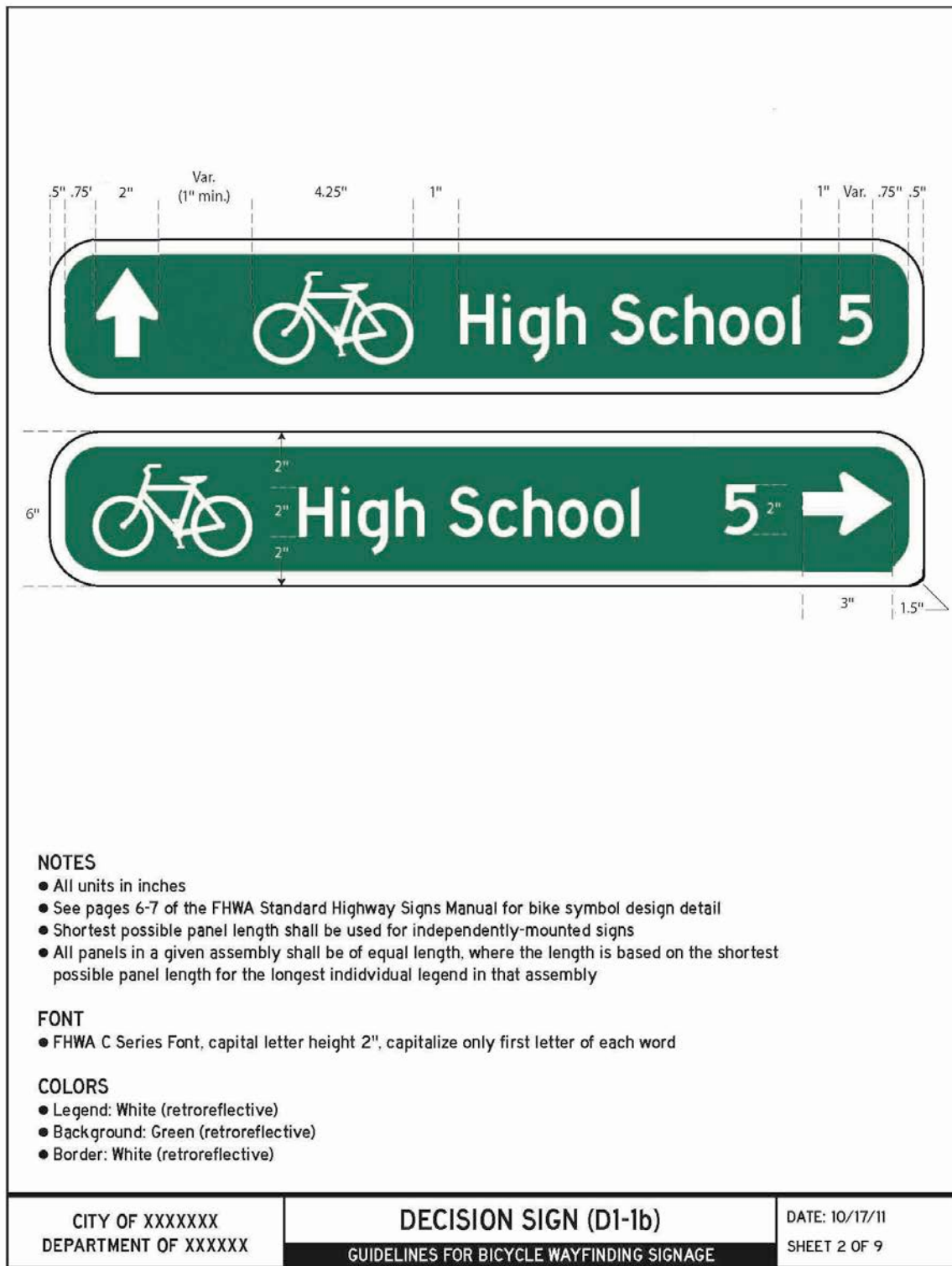


QR code placed on the rear of D1-1b signs

Final proposed sticker size: 7.5" wide by 4" tall (30 sq in)







 M7-1		
NOTES ● All units in inches ● Unless otherwise noted, center legend horizontally on sign ● See pages 3-24 and 3-25 of FHWA Standard Highway Highway Signs Manual for arrow design specifications		
FONT ● FHWA C Series Font		
ACTION SIGN (D11-1)		
COLORS ● Legend: White (retroreflective) ● Background: Green (retroreflective) ● Border: White (retroreflective)		
CITY OF XXXXXXX DEPARTMENT OF XXXXXX	GUIDELINES FOR BICYCLE WAYFINDING SIGNAGE	DATE: 10/17/11 SHEET 3 OF 9

		
NOTES ● All units in inches ● Unless otherwise noted, center legend horizontally on sign ● Refer to "D11-1 Single Line" when legend text length requires one line of text ● See pages 6-7 of FHWA Standard Highway Highway Signs Manual for bike symbol design detail ● When possible, legend text following "to" shall be on one line		
FONT ● FHWA C Series Font, capital letter height 2", capitalize only first letter of each word		
COLORS ● Legend: White (retroreflective) ● Background: Green (retroreflective) ● Border: White (retroreflective)		
CITY OF XXXXXXX DEPARTMENT OF XXXXXX	CONFIRMATION SIGN (D11-1 TWO LINES) GUIDELINES FOR BICYCLE WAYFINDING SIGNAGE	DATE: 10/17/11 SHEET 5 OF 9

NOTES • All units in inches • Unless otherwise noted, center legend horizontally on sign • Refer to "D11-1 Double Line" when legend text length requires two lines of text • See pages 6-7 of FHWA Standard Highway Highway Signs Manual for bike symbol design detail • When possible, legend text following "to" shall be on one line FONT • FHWA C Series Font, capital letter height 2", capitalize only first letter of each word COLORS • Legend: White (retroreflective) • Background: Green (retroreflective) • Border: White (retroreflective)		
CITY OF XXXXXXXX DEPARTMENT OF XXXXXXXX	CONFIRMATION SIGN (D11-1 SINGLE LINE) GUIDELINES FOR BICYCLE WAYFINDING SIGNAGE	DATE: 10/17/11 SHEET 4 OF 9

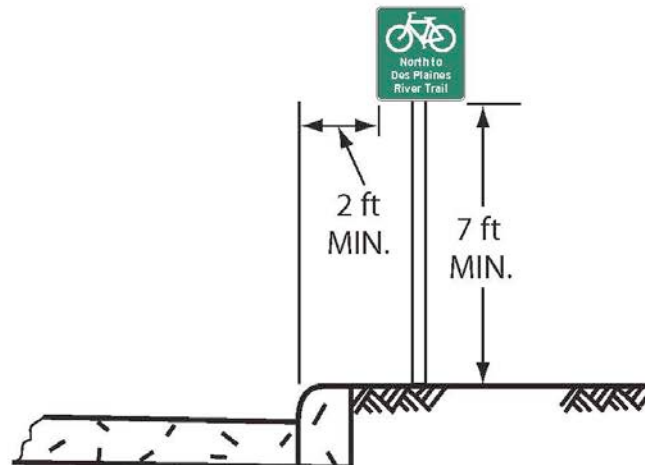


Figure 1 – Roadside sign detail from Figure 2A-2 of the MUTCD

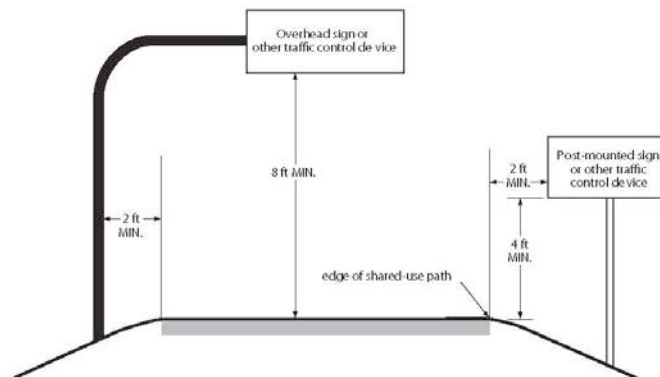


Figure 2 – Sign Placement on Shared-Use Paths specifications from Figure 9B-1 of the MUTCD

CLEARANCE - ON-STREET

See Figure 1. Minimum clearances for roadway signage are found in Chapter 2 of the MUTCD as follows:

- Vertical Clearance 7' minimum
- Horizontal Clearance 2' minimum

CLEARANCE - MULTI-USE TRAIL

See Figure 2. Minimum clearances for signage on multi-use trails are found in Chapter 9 of the MUTCD as follows:

- Vertical Clearance
 - 4' min, measured vertically from the near edge of the path
 - 8' min vertically over the entire width of the shared-use path
- Horizontal Clearance
 - 2' min from edge of shared-use path

CITY OF XXXXXXX
DEPARTMENT OF XXXXXX

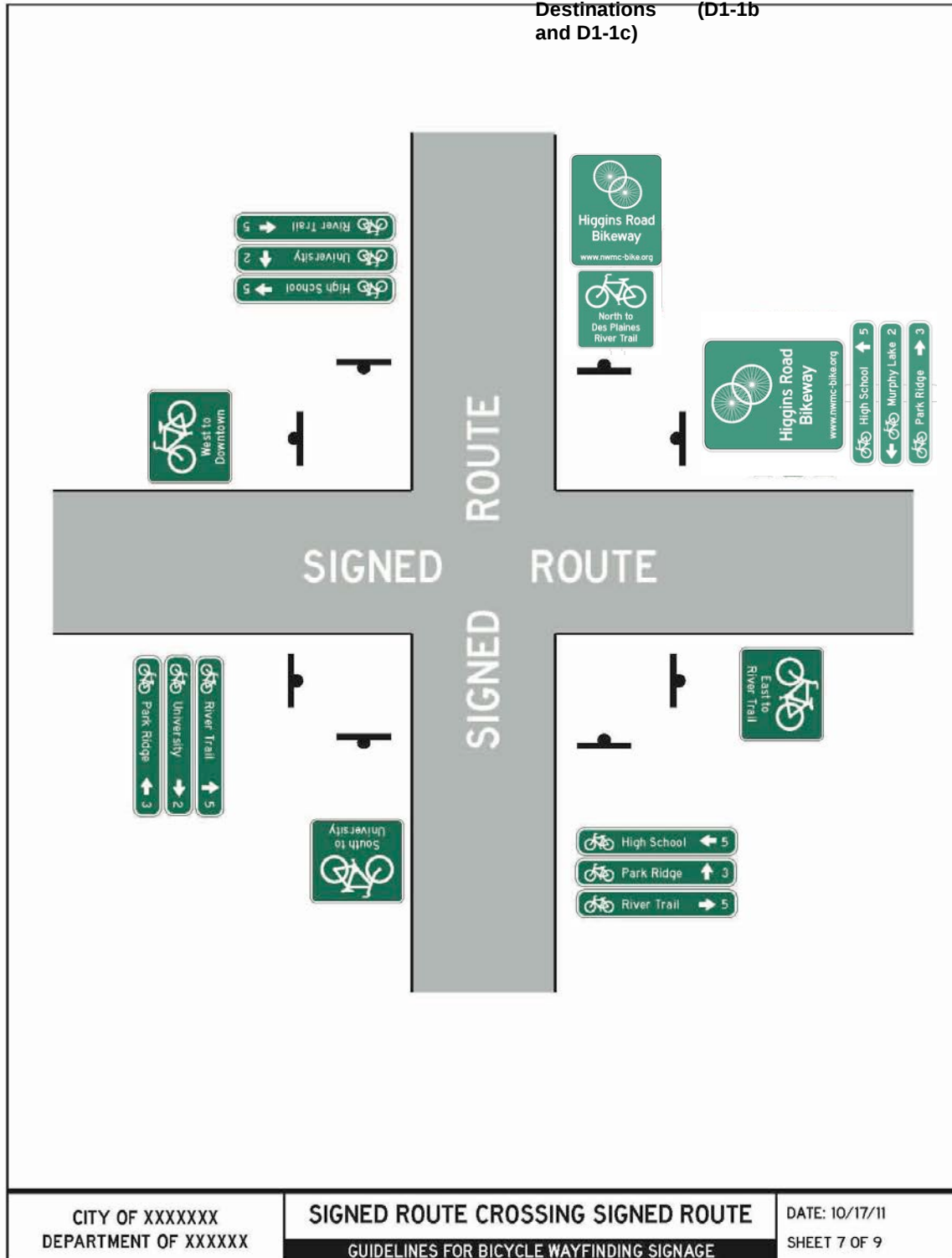
INSTALLATION SPECIFICATIONS

GUIDELINES FOR BICYCLE WAYFINDING SIGNAGE

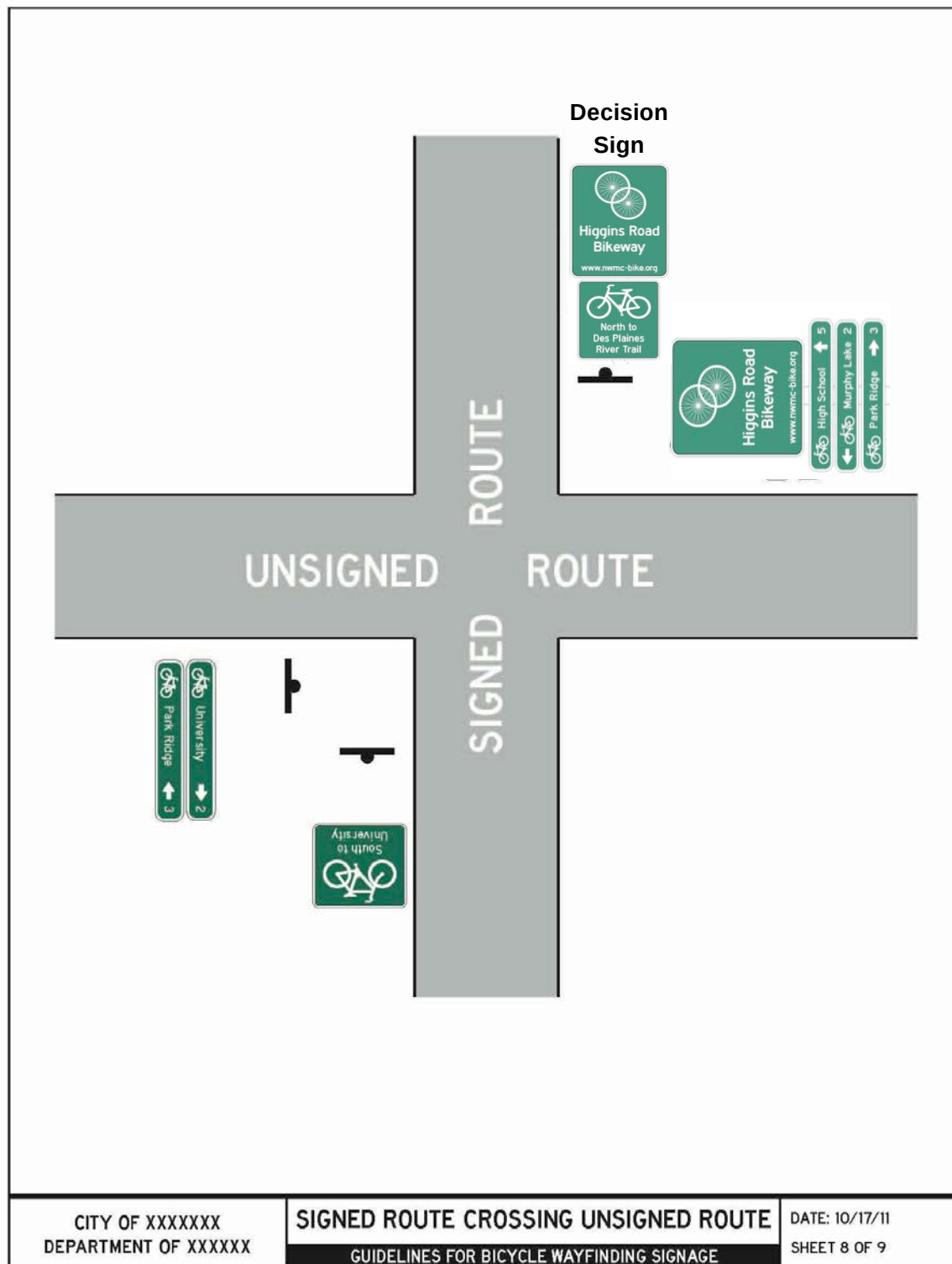
DATE: 10/17/11
SHEET 6 OF 9

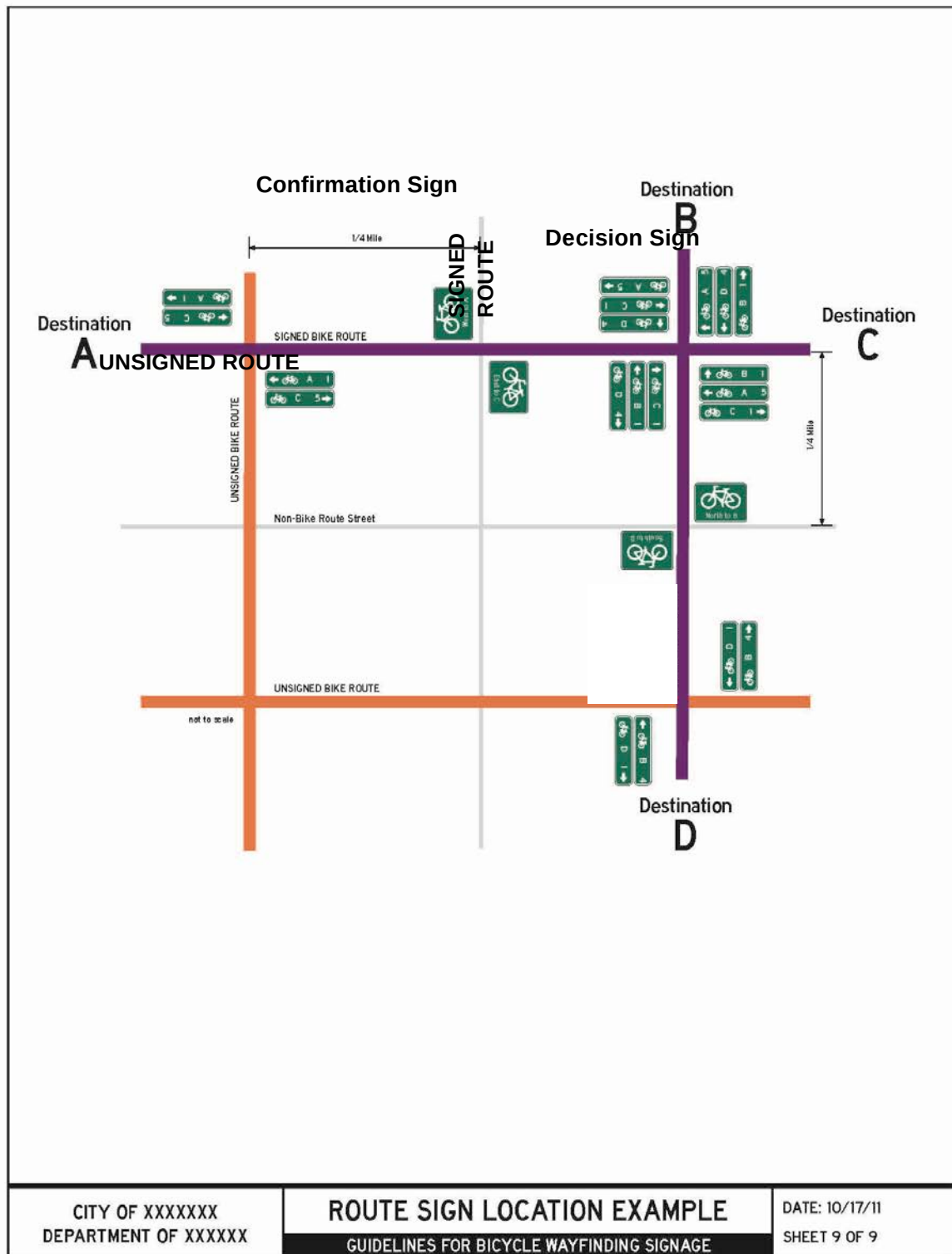
Confirmation Sign
(D-11-1) with Route
Name

Decision Sign (D-11-1)
with Route Name and
Destinations (D1-1b
and D1-1c)



Confirmation Sign



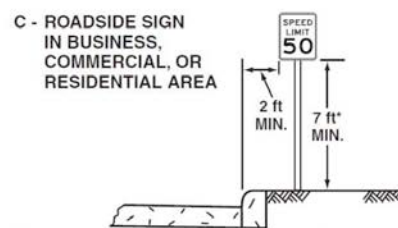


Installation specifications

Clearance - On-Street

Minimum clearances for roadway signage are found in Chapter 2 of the MUTCD as follows:

- Vertical Clearance 7' minimum
- Horizontal Clearance 2' minimum



*Where parking or pedestrian movements are likely to occur

Figure 1 – Roadside sign detail from Figure 2A-2 of the MUTCD

Clearance - Multi-Use Trail

Minimum clearances for signage on multi-use trails are found in Chapter 9 from the MUTCD as follows:

- Vertical Clearance 4' min, measured vertically from the near edge of the path
8' min vertically over the entire width of the shared-use path
- Horizontal Clearance 2' min from edge of shared-use path

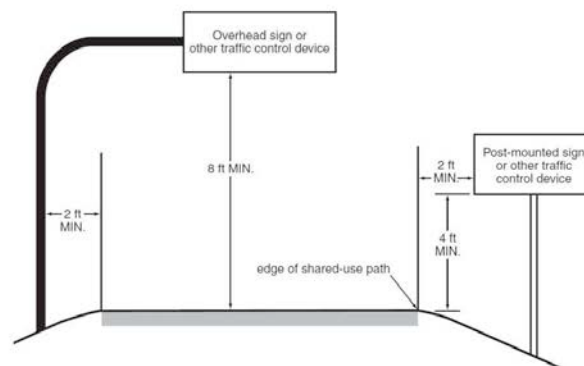


Figure 2 – Sign Placement on Shared-Use Paths Figure 9B-1 from the MUTCD

Posts

Telescoping steel sign support

2 in. x 2 in. top section telescoped into a 2 ¼ in. X 2 ¼ in. base

Telespar or approved equal

Refer to IDOT Work Zone Traffic Control and Protection - Section 728. Telescoping Steel Sign Support for additional installation details and construction requirements.

728.01 Description. This work shall consist of furnishing and installing telescoping steel sign supports for ground-mounted signs utilizing a telescoping base section or a previously installed cast iron base.

728.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Structural Steel Supports, Telescoping	1093.01(c)



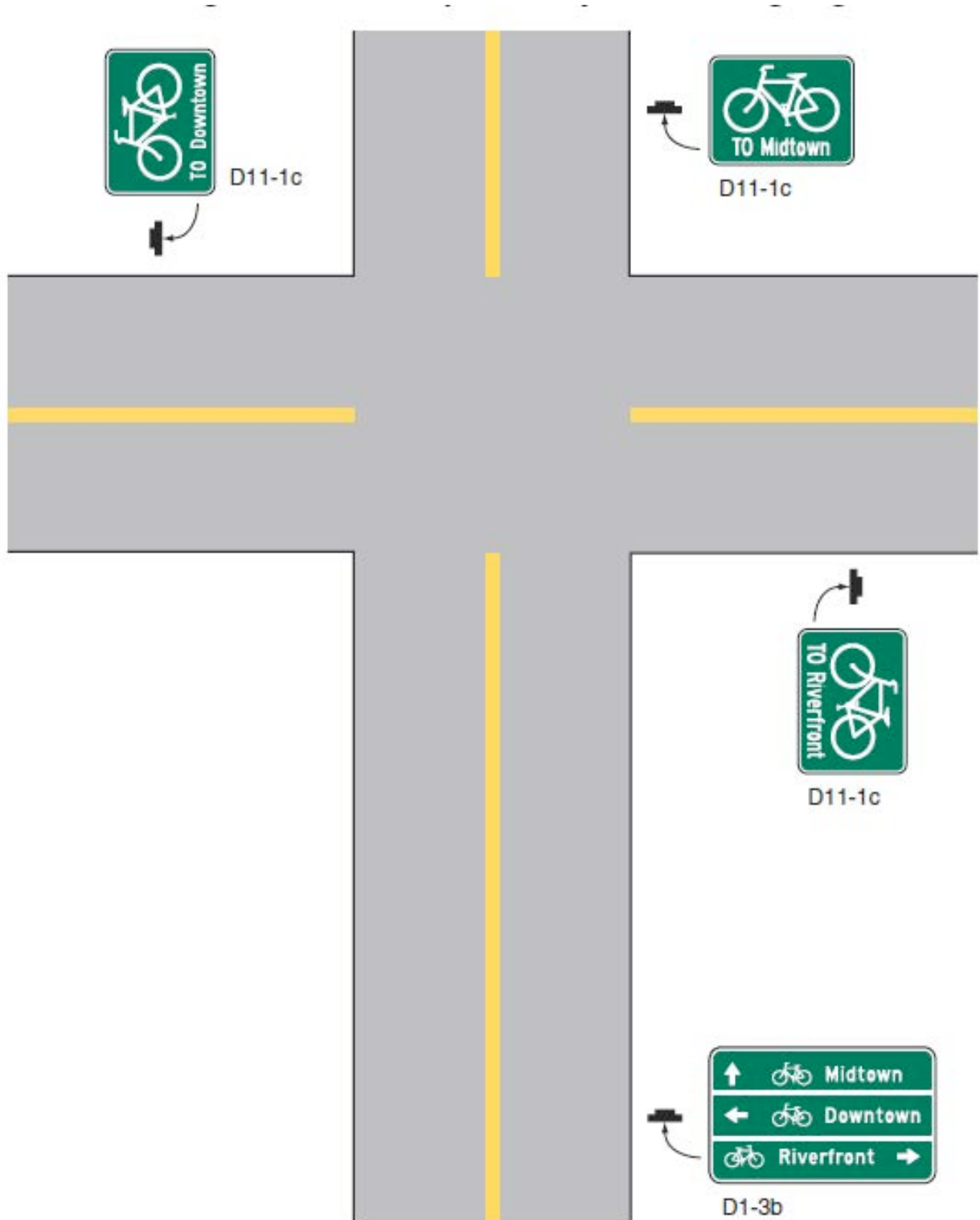
Figure 3 - Telescoping Steel Sign Support

Selecting Appropriate Bicycle Signage Locations

Figure 9B-6 from the MUTCD (below) indicates the general placement of decision and confirmation signs. The following guidelines should be used when selecting locations for bicycle signage:

- These signs are used at intersections:
 - o **Confirmation Signs** – Every one quarter to one half mile on off-street facilities and every 2 to 3 blocks along bicycle facilities, unless another type of sign is used (e.g. within 150 ft of a Turn or Decision sign). Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on the preferred route
 - o **Decision Signs** – Nearside of intersections in advance of a junction with another bicycle route. Along a route to indicate a nearby destination
- These signs are used when the alignment turns:
 - o **Action (Turn) Signs** – Near side of intersections where bike routes turn (e.g. where the street ceases to be a bicycle route or does not go through). Pavement markings can also indicate the need to turn to the bicyclist.

NOTE: Appropriate excerpts from the MUTCD are included in the appendix.



Example of Bicycle Guide Signing

V REGIONAL SIGNAGE NETWORK

Introduction

This section describes recommended bicycle corridors within Cook County, based on the NWMC 2010 Bicycle Plan. The signage network resulted from combining available GIS bike corridor, bike route and destination information. Locations for wayfinding and destination signage are graphically displayed and accessed through Google Earth using commonly accepted map file formats. Google Earth is a freely distributed application that is widely used on a range of desktop computer systems that does not require specialized training to view information. For the GIS professional, mapping information is provided in a format that can be viewed in advanced level mapping applications like ArcGIS.

How the Information will be used

Sign and destination information is symbolically represented as icons along each of the fifteen corridors. From these data, a municipality can look at a section of the corridor and quickly assess the quantity of signs that are necessary to provide wayfinding along that section. The destination layer shows the location of primary, secondary and tertiary locations to help establish the relationship between existing and proposed routes and these important places. The existing signage layer provides describes the type and condition of signage that exists along the route at the time of this report.

Corridors Names and Descriptions

Mapped wayfinding and destination information is provided for fifteen regional corridors. These are:

- **Deerfield Road:** Makes the connection between the Lake Michigan shore and Jenssen Forest Preserve.
- **Des Plaines River:** Parallels the river through Lake County and continues into Cook County.
- **Dundee Road:** Spans the northern portion of Cook County between Carpentersville and Glencoe.
- **Elgin O'Hare:** Connects Schaumburg/Hanover Park to Elk Grove Village.
- **Fairfield/Quentin:** This corridor fills a gap between the Des Plaines River and the Fox River Trail.
- **Glenview/Central/Algonquin:** Makes the connection between Dundee Road and the Green Bay Trail and Lake Michigan
- **Golf Road:** Makes a connection between the Fox River Trail and the Green Bay Trail.
- **Higgins Road:** Connects the Fox River and Dundee Rd. into the Busse Wood Forest Preserve, and makes the connection to the Howard/Sibley Corridor via Golf Road and Algonquin Road
- **Howard/Sibley:** Connects the Higgins Road trail terminus in Busse Woods Forest Preserve to the Lake Michigan shoreline
- **Irving Park:** Connects the Fox River to the Busse Wood Forest Preserve.
- **North Branch:** Connects Chicago to the north Cook County Border at the Chicago Botanic Garden.
- **Northwest Highway:** Serves to connect the Fox River into the City of Chicago along the UP-NW Metra line.
- **Lakefront:** Connects Lincoln Park in Chicago to Winthrop Harbor

- **Skokie Valley:** Connects the City of Chicago north into Lake County.
- **Willow Road:** Connects the Northwest Corridor in Arlington Heights to the Lake Michigan shoreline.

Signage and Destination Methodology

The signage-mapping layer displays three kinds of sign information: Decision sign, Action (Turn) sign and Confirmation sign. Decision signs are placed at the beginning of each corridor and at intersections with other corridors. Action signs inform the bicyclists for the need to make a turn. These Turn signs are at every intersection between regional corridors, indicating where to turn to change paths, and at any turn within the same path. Since the paths make use of many different streets, turns will be required as the bicyclist changes streets along the same corridor. Confirmation signs are at major intersections, at turn locations within the alignment and more or less at every 0.5 miles and at intersections between bicycle corridors and turns onto significant existing bike routes.

The destination mapping layers display five types of locations. The process to define destinations has already been described in (Chapter 3 in this report). Destinations are classified as: Primary, Secondary and Tertiary and used the Cook County Destination Information NWMC Signage Plan as a guide (see Appendix). Care was given to include the rider's perspective along each corridor as signs were placed at locations where logical destinations would be accessible from that bike route location. Destination names can be seen by double-clicking on their icon or in the sidebar

Destination mapping layers are also provided for two public transportation facilities. Chicago Transit Authority (CTA) and Metra rail stations are identified in relationship to the corridors. CTA stops are concentrated in the center of Chicago and radiate out from the Loop area. Most of the corridor areas are outside of these CTA locations. Metra stations, on the other hand, extend further away from the Chicago Loop area and have a more direct spatial relationship to several of the corridor locations.

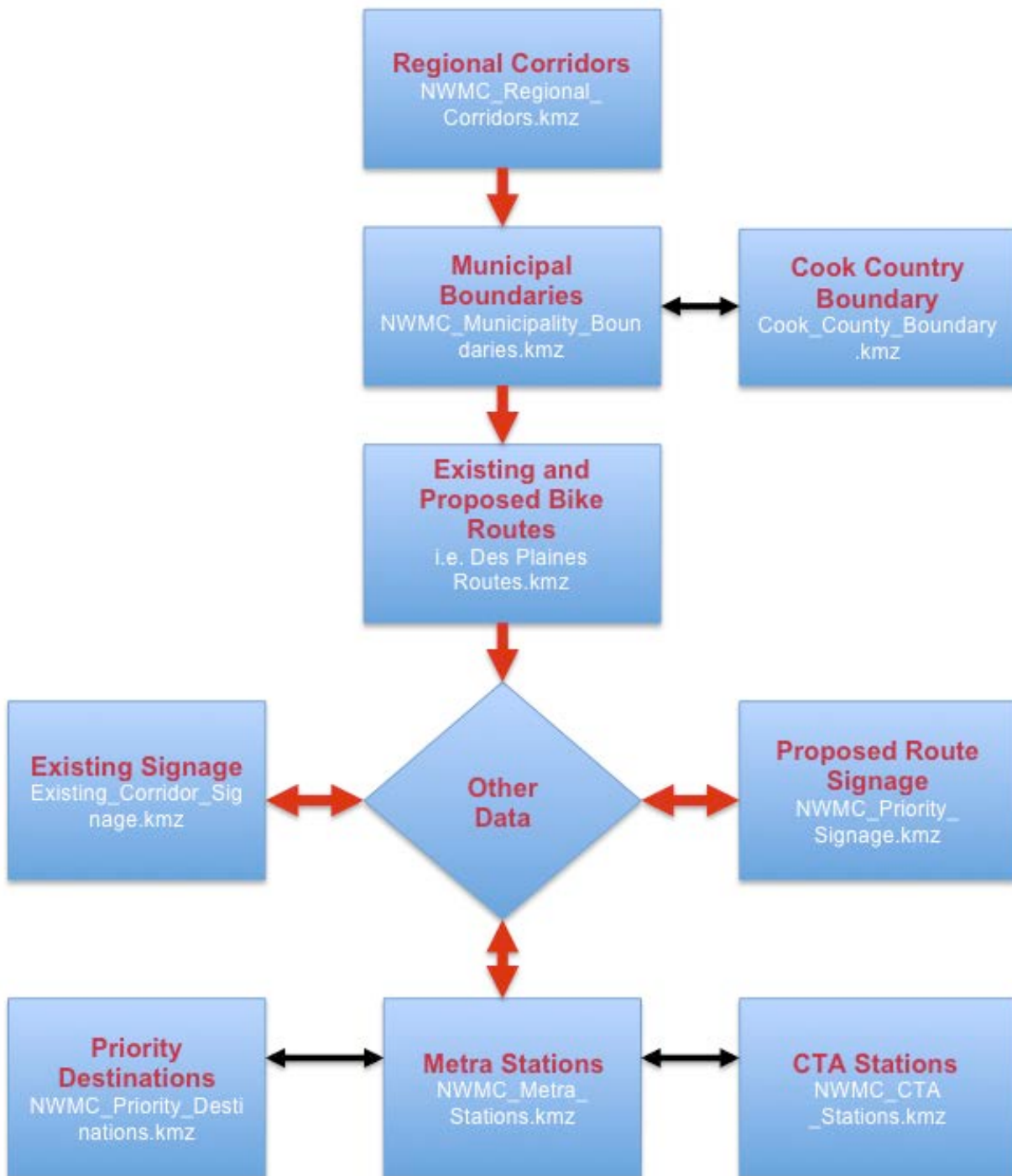
The corridor alignment is conceptually shown for areas of route that have yet to be built and is as accurate as the original data set provided. In some cases, the alignment does not line up exactly with every roadway and is a reflection of scaling errors that are shown when zooming in from earth to street level.

Using Mapping Information

Available from NWMC, each of the mapping layers were created using Keyhole Markup Language (KML) that is used to illustrate mapped information in Google Earth. The KML files distributed as part of this report are compressed and are distributed as KMZ files that open directly into Google Earth. Simply double-clicking on the file name with the extension .kmz will automatically open its file and display its information in the Google Earth application.

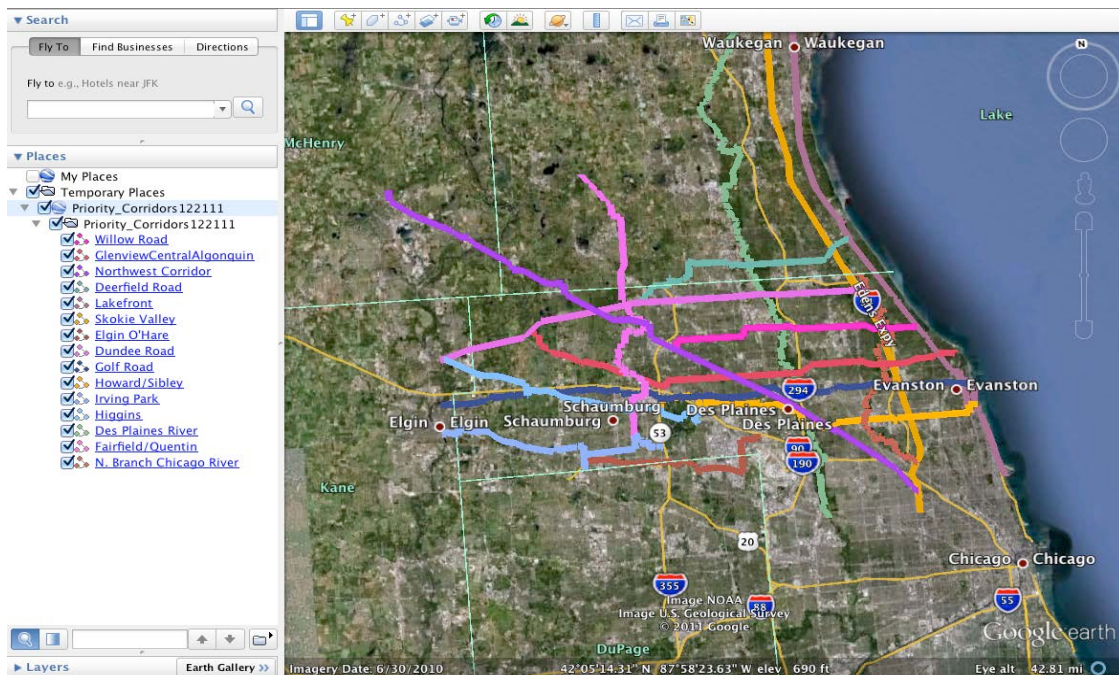
There are eight mapping files associated with this chapter, each displaying a set of mapping information. The names of the files refer to the information they display. The recommendation is made to view only a few of the mapped features simultaneously; otherwise the amount of information can be visually confusing. The overall regional information is probably best viewed at about a 30-mile altitude in Google Earth (seen in the lower right corner), from which the user can zoom in to get more detailed information. Although the mapping

information can be opened in a number of different ways, the following order is recommended on the next page.



Begin by double-clicking on the regional corridor mapping layer. Google Earth will open on the computer desktop and the application will begin to zoom into the Cook County region. At first, the corridors will appear as a dense grouping of colored lines. Zooming into Google Earth, will resolve and separate the lines

into distinct differentiated corridors. A single 'click and hold' on any of these corridor lines will display the corridor name and other detailed information.



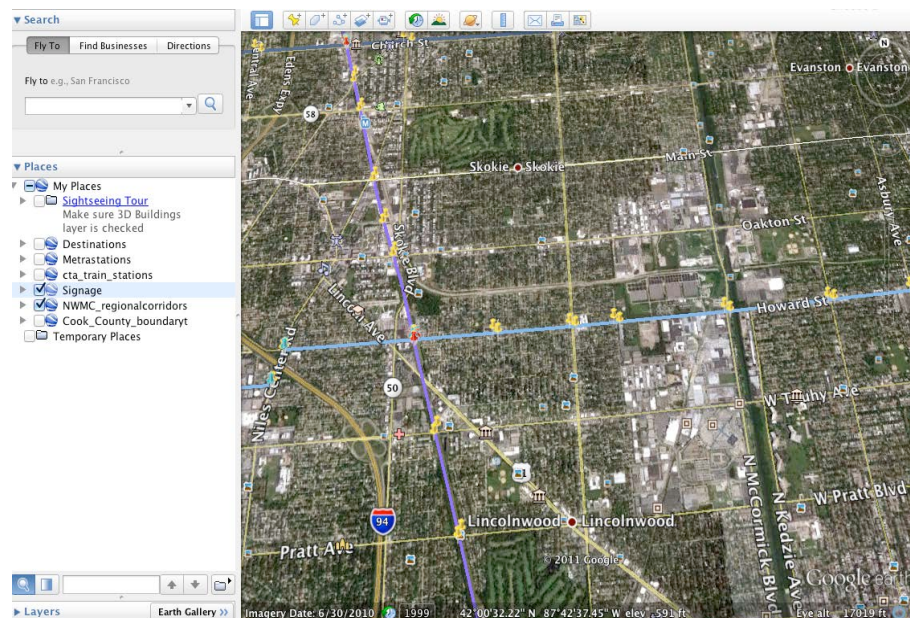
Next, double-click on the municipal boundaries layer and each community will be represented by a different color. A single click on a given colored area will display the community name. To see the location of existing signage along the corridor or proposed bike route information from the NWMC 2010 Bicycle Plan, double-click on one of the bike route files that are named for each community i.e. 'ArlingtonHeights Routes.kmz'. At this point, the existing or proposed priority signage information layers can be opened or other files that show Primary, Secondary and Tertiary destinations, Metra or CTA station locations.

Route Signage Program Development

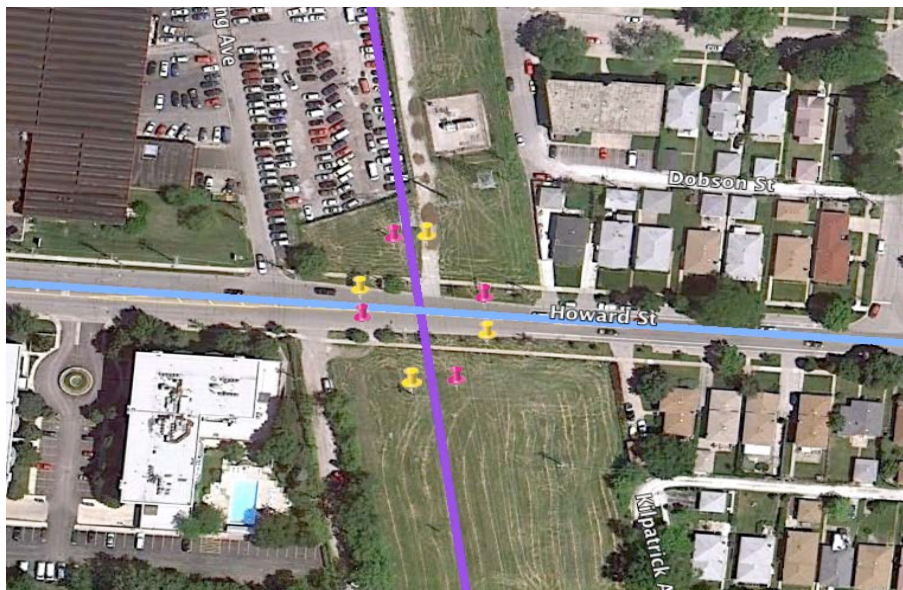
Developing a route signage program requires obtaining an idea about the number of signs necessary to post along a given section of bikeway. Turning on both the signage layer and the regional corridor layer allows the viewer to see where two bike routes intersect. The example on the next page shows the intersection of the Howard/Sibley and Skokie Valley Corridors.

Pushpin colored icons of various colors represent different types of wayfinding signage. Yellowed-colored pins, representing Confirmation signs, are regularly spaced on both sides of the Howard/Sibley Corridor shown in blue. Counting these pairs of signs, there are 12 Confirmation signs between the right edge of the photo and the Skokie Valley Corridor represented in purple. Repeating this procedure along any given length of corridor will provide a quantitative estimate of the number of signs needed for that section of bikeway. Two mapping layers are shown in this example: the regional corridor and priority signage layers.

NWMC Route Signage Bike Plan



To estimate the number of signs necessary at the intersection between the two corridors, zoom in about one quarter mile above ground level to view the intersection detail. The example below shows an image of the intersection between the Howard/Sibley and Skokie Valley Corridors.



Pink-colored pin icons represent Decision signage for bicyclists. Yellow-colored pins represent confirmation signage as in the above example. Action (Turn) signs are not used at this location because the corridor alignment does not turn. Counting the number of signs at this location, four additional Confirmation signs are necessary as well as four Decision signs.

Therefore, in this example, sixteen Confirmation signs are needed for this section of bike route and four Decision signs for the intersection of these two bike corridors. By applying this counting methodology

throughout the corridor, a total quantity of signage can be derived and used to inform the development of the route signage program.

VI Implementation Plan with Installation Prioritization

Introduction

This section builds upon the regional signage network developed in the previous chapters by prioritizing signed regional corridors within the Northwest Municipal Conference (NWMC). This work prioritizes corridors that are located within Cook County and are thus also identified in the 2010 NWMC Bicycle plan.

Based upon their location within Cook County, eleven of the fifteen previously identified regional corridors are prioritized in this chapter. These remaining corridors are prioritized using both existing and proposed bicycle route/lane/path information contained in the 2010 NWMC Bicycle Map. Regional corridor mapping files were extensively used to determine the municipalities involved and the quantity and types of signage required.

How the Information Will be Used

The purpose of the corridor prioritization is to inform the development of a multi-year wayfinding signage plan for each municipality along a given priority corridor. The method used in this prioritization is intended to be used as a guide to determine priority signage areas along a given corridor.

Since the corridors are in various stages of development, the decision to sign a specific section of the corridor will be based upon a community's internal process, timing and funding for that particular corridor. One advantage of this prioritization process is to see how the signage is implemented throughout a given corridor as it crosses many different communities. From this information, the municipality can determine how their signage decisions might affect and/or need the cooperation of their neighboring communities.

This prioritization method is organized by both corridor and communities, as many municipalities have more than one corridor running through them. To provide an overall signage perspective, a table is provided with the total number of signs suggested for each corridor. The municipality can then estimate the number of signs at the broad corridor level for their own community. In the Corridor Prioritization section of this document, recommendations for wayfinding signage for specific communities are broken out by corridor to help community officials identify their own needs.

Existing signage is useful to inform the prioritization process. This information represents a snapshot in time of the existing location, type and condition of signage along the corridors. When used in conjunction with the regional signage mapping layer, a municipality can see how existing signage supports or may have to be modified to create consistency in placement along the corridor. When a detailed analysis of signage is performed, the existing signage mapping layer provides that important inventory of on site conditions.

This section supplements the use of the mapping layers previously used to build a regional signage network in Chapter 5. This digital toolbox used in conjunction with first hand knowledge are a planners best tools to determine the priorities for their community. The section that follows provides an overview of the corridor alignment through each community and makes some recommendations for wayfinding signage.

Corridor Prioritization

Corridors are regional and large in scale, but are made up of many smaller segments that are usually completed and signed at a smaller scale. Signage prioritization, therefore, is a matter of scale and focus. Although this prioritization considers both small and large scales, the focus of the prioritization is at the larger scale. As each segment of a given corridor is completed, this document can act as a continuing reference to the larger connections and relationships between the corridors and their respective signage. At the regional level, the 2010 Bicycle Plan prioritizes Cook and Lake County corridors that have yet to be completed. These corridors are broken up into three tiers.

Tier One corridors are those that have 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; and serve multiple Northwest Municipal Conference members. Tier Two corridors generally have a high percentage of planned bicycle facilities; good or fair connectivity to destinations; transit in existing bike networks, however, may have significant barriers. These corridors do serve, however, multiple Northwest Municipal Conference members. Tier Three corridors generally have a low percentage of existing bicycle facilities; a lower percentage of planned bike facilities, but fair connectivity to destinations, transit and other existing bike networks, however, have major barriers along their length. These corridors service a smaller number of NWMC member communities.

This tiered prioritization method was followed to determine the priority for signage along these large scale regional corridors in Cook County. Proposed corridors with alignments mostly in Lake County, were not signed beyond the Cook County border and/or where not included in this prioritization. At the corridor small scale level, priority areas for signage are based on the extent to which existing or proposed bicycle routes coincide with a proposed corridor alignment. Where there is high incidence of overlap, priority is given to signage along this section of the corridor. The assumption is made that when funding becomes available, priority would be given to those corridor segments where existing or proposed routes/lanes have been already identified. Next, signing priority is given to those intersections that connect two regional corridors together.

The 2010 Bicycle Plan also identifies another set of corridors. As a group, they are mostly complete and do not need the same evaluation and attention as the other proposed corridors. Many of these corridors could be signed now and therefore are a priority to sign in the near term. Available funding should be applied to signing these corridors now as they are essentially complete and are already functioning. Two of these corridors are included in this prioritization: the Des Plaines River Trail and the North Branch Trail. The other existing trail that connects both Cook and Lake Counties is the Robert McClory/Green Bay Trail in Highland Park.

These existing segments and their priority signage have been identified in the 'Implementation Summaries' Section 4 of the NWMC 2010 Bicycle Plan. Regarding the Tier One identified Deerfield Road Corridor, the plan suggests destination signage be completed for regional trails and transit stops along the Des Plaines River Trail, Deerfield and Highland Park Metra stations. For the Golf Road corridor, priorities include signing regional destinations such as Woodfield Mall and the North Shore Center for performing arts.

Signage priorities for the Higgins Road corridor should focus on evaluating where the corridor can be used to access priority regional destinations in the Schaumburg area. The 2010 Bicycle Plan also identifies priority signage at detours at the Union Pacific–Northwest rail line and Interstate-94 along the Howard/Sibley corridor. Priority signage along the Fairfield/Quinn corridor should be focused on destinations such as the Illinois Institute of Art and the Deer Grove Forest Preserve. The plan also identifies that the NWMC should work with Lake County to establish regional signage for the northern portion of the corridor.

Priority signage for the Skokie Valley corridor should encourage regional signage at cross-streets and connections to already programmed sections in Lincolnwood and Skokie that would create large continuous segments. For Tier Two corridors, installation of signage between the Crabtree Nature Center and the Paul Douglas Forest Preserve are priorities along the Glenview/Central/Algonquin corridor. Along the Irving Park Road corridor, signage should be implemented along completed sections of the alignment: Alexian Field, Schaumburg Metra and Busse Woods Forest Preserve.

Signage along the North Shore-Millennium Trail corridor should focus on regional destinations such as Lambs Farm, Lake County Discovery Museum, Countryside and nearby forest preserves. Additionally, the plan identifies little short-term opportunities for signage along the Dundee Road Corridor other than to sign associated existing north-south corridors. Finally, with only 10% of the Northwest Highway corridor complete, there is little opportunity to install regional signage in the short term. However, recent efforts have identified an interim alignment of the corridor, which could be signed.

Tier One Corridors

Of the six corridors listed as priorities, three corridors are predominately within Cook County: Golf Road, Higgins Road and the Howard/Sibley corridor. The Fairfield/Quinn corridor is about 60% inside Cook County. The Deerfield Road Corridor is approximately 85% outside Cook County and is not a part of this prioritization. The Skokie Valley Corridor is approximately 55% outside Cook County and its signage priorities have already been identified previously.

Tier Two Corridors

Four of the five Tier Two corridors are included in the prioritization. Three of the corridors are within Cook County: the Irving Park Road Corridor, Dundee Road Corridor and the Glenview/Central/Algonquin Corridor. The Northwest Highway corridor is included in the prioritization even though 35% of its length is outside the county. Lastly, the North Shore–Millennium Trail corridor is not part of this assessment as this route is in Lake County.

Tier Three Corridors

Most of the Tier Three corridors are not addressed in this prioritization. Four out of the five corridors are outside of Cook County: ComEd Corridor, Depot/IL173 Corridor, Elgin-O'Hare Corridor and the Everett/Old Elm Corridor. Although the Lake Front Trail was included in developing a regional signage network, this trail was not listed as a proposed corridor priority in the 2010 NWMC Plan and is not part of this prioritization. The Willow Road Corridor is the only route included in the Tier Three prioritization.

Priority Corridors and Sign Quantities

- **Des Plaines River:** Parallels the river through Lake County and continues into Cook County.
- **Dundee Road:** Spans the northern portion of Cook County between Carpentersville and Glencoe.
- **Fairfield/Quentin:** This corridor fills in a gap between the Des Plaines River and the Fox River Trail.
- **Glenview/Central/Algonquin:** Makes the connection between Dundee Road and Green Bay Trail and Lake Michigan.
- **Golf Road:** Makes a connection between the Fox River Trail and the Green Bay Trail.
- **Higgins Road:** Connects the Fox River and Dundee Road into the Busse Wood Forest Preserve, and makes the connection to the Howard/Sibley Corridor via Golf Road and Algonquin Road.
- **Howard/Sibley:** Connects the Higgins Road trail terminus in Busse Woods Forest Preserve to the Lake Michigan shoreline.
- **Irving Park:** Connects the Fox River to the Busse Wood Forest Preserve.
- **North Branch:** Terminates at the Botanic Garden in Lake County and continues south into Chicago.
- **Northwest Highway:** Serves to connect the Fox River into the City of Chicago along the UP-NW Metra line.
- **Willow Road:** Connects the Northwest Corridor in Arlington Heights to the Lake Michigan Shoreline.

The table below provides a summary of the three sign types that are suggested for each corridor. This information is given to provide an overall perspective as to the type and quantity of signs that would be necessary if the corridors were signed in one fiscal year across communities.

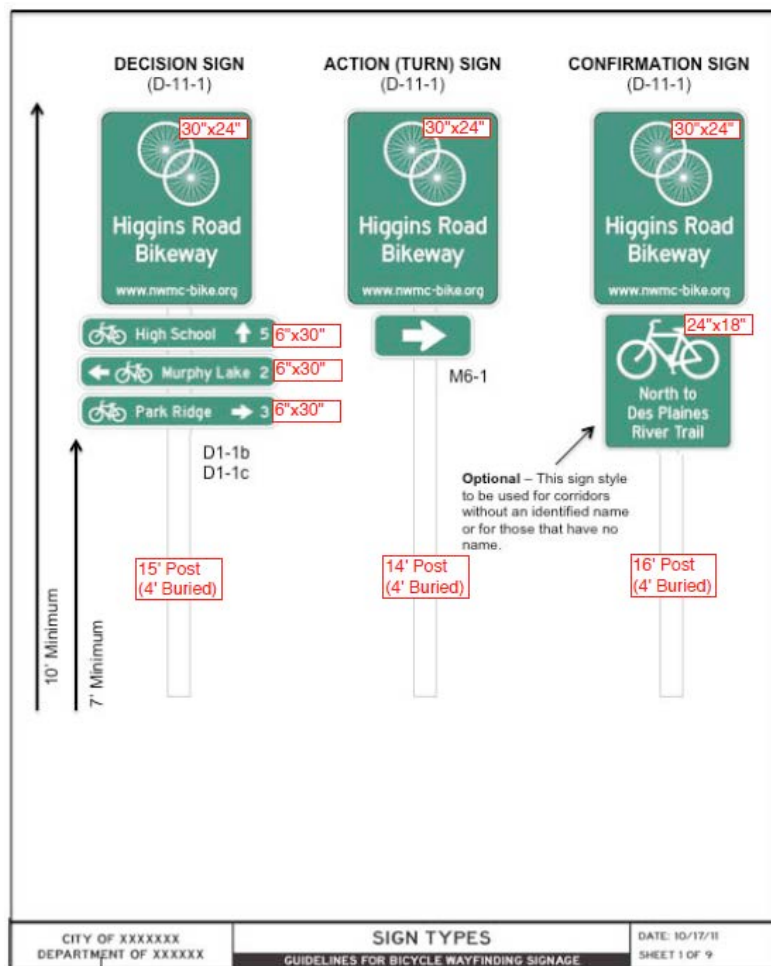
Corridor Name	Action/Turn Signs	Confirmation Signs	Decision Signs	Total
Deerfield Road	6	9	8	23
Dundee Road	4	75	29	108
Elgin O'Hare	15	33	11	59
Glenview/Central/Algonquin	23	115	60	198
Golf Road	70	262	155	487
Higgins	25	62	28	115
Howard/Sibley	55	168	93	316
Irving Park	33	93	63	189

Lakefront	28	124	74	226
Northwest Corridor	10	85	42	137
Skokie Valley	0	69	26	95
Willow Road	11	66	30	107
Des Plaines River	8	45	23	76
Fairfield Corridor	42	81	42	165
North Branch Chicago River	30	59	26	115
Total	360	1346	710	2416

Quantities of Destination signs (the smaller signs placed below the D-11-1) are not provided in the table as this number is determined when the municipality decides on which of the Primary, Secondary and Tertiary destinations will be chosen to be signed. An estimate of 2 or 3 destination signs per post is reasonable.

Signage Cost Estimate

GHA prepared an order of magnitude cost estimate for the Cook County Signage Plan, utilizing the sign quantities and specifications prepared by Alta Planning + Design. An assembly price for each type of sign (Action, Confirmation, & Decision) was prepared which includes all sign elements expected to be included on the individual signposts. Assembly costs are based on IDOT pay item specifications and recent IDOT letting costs. An additional 20% contingency was added to unit prices of the sign panels due to the custom nature of each sign. This estimate of cost assumes that all signs would be installed on new posts and would be installed on individual bikeway corridors once all bicycle facilities are completed. A table outlining sign and assembly costs follows on the next page.



North and Northwest Cook County Bicycle Signage Inventory & Order of Magnitude Cost - 1/16/12

	Action Sign Qty	Assembly Price	Assembly Cost	Confirmation Sign Qty	Assembly Price	Assembly Cost	Decision Sign Qty	Assembly Price	Assembly Cost	Total Number of Signs	Corridor Cost (Action + Confirmation + Destination Signs)
Deerfield Road Corridor	6	\$290.00	\$1,740.00	9	\$380.00	\$3,420.00	8	\$383.75	\$3,070.00	23	\$8,230.00
Dundee Road Corridor	4	\$290.00	\$1,160.00	75	\$380.00	\$28,500.00	29	\$383.75	\$11,128.75	108	\$40,788.75
Elgin O'Hare Corridor	15	\$290.00	\$4,350.00	33	\$380.00	\$12,540.00	11	\$383.75	\$4,221.25	59	\$21,111.25
Glenview/Central/Algonquin Corridor	23	\$290.00	\$6,670.00	115	\$380.00	\$43,700.00	60	\$383.75	\$23,025.00	198	\$73,395.00
Golf Road Corridor	70	\$290.00	\$20,300.00	262	\$380.00	\$99,560.00	155	\$383.75	\$59,481.25	487	\$179,341.25
Higgins Corridor	25	\$290.00	\$7,250.00	62	\$380.00	\$23,560.00	28	\$383.75	\$10,745.00	115	\$41,555.00
Howard/Sibley Corridor	55	\$290.00	\$15,950.00	168	\$380.00	\$63,840.00	93	\$383.75	\$35,688.75	316	\$115,478.75
Irving Park Corridor	33	\$290.00	\$9,570.00	93	\$380.00	\$35,340.00	63	\$383.75	\$24,176.25	189	\$69,086.25
Lakefront Corridor	28	\$290.00	\$8,120.00	124	\$380.00	\$47,120.00	74	\$383.75	\$28,397.50	226	\$83,637.50
Northwest Corridor	10	\$290.00	\$2,900.00	85	\$380.00	\$32,300.00	42	\$383.75	\$16,117.50	137	\$51,317.50
Skokie Valley Trail	0	\$290.00	\$0.00	69	\$380.00	\$26,220.00	26	\$383.75	\$9,977.50	95	\$36,197.50
Willow Road Corridor	11	\$290.00	\$3,190.00	66	\$380.00	\$25,080.00	30	\$383.75	\$11,512.50	107	\$39,782.50
Des Plaines River Trail	8	\$290.00	\$2,320.00	45	\$380.00	\$17,100.00	23	\$383.75	\$8,826.25	76	\$28,246.25
Fairfield - Quentin Corridor	42	\$290.00	\$12,180.00	81	\$380.00	\$30,780.00	42	\$383.75	\$16,117.50	165	\$59,077.50
N. Branch of the Chicago River Trail	30	\$290.00	\$8,700.00	59	\$380.00	\$22,420.00	26	\$383.75	\$9,977.50	115	\$41,097.50
Total	360			1346			710			2416	

GRAND TOTAL

\$888,342.50

Assembly Costs

Action (Turn) Sign	Size	TYP	Unit Price	Unit Cost	Comment
14' Metal Post, Type B, (4' Buried)	10.00	LF	\$15.00	\$150.00	Only the linear footage above ground is calculated in the cost of the post
Sign Panel Type A (30"x24" Bikeway Sign)	5.00	SF	\$25.00	\$125.00	20% contingency added to unit price of sign panel due to custom signage
Sign Panel Type A (MUTCD Arrow Placard)	1.00	SF	\$15.00	\$15.00	
			Assembly Price	\$290.00	
Confirmation Sign					
16' Metal Post, Type B, (4' Buried)	12.00	LF	\$15.00	\$180.00	Only the linear footage above ground is calculated in the cost of the post
Sign Panel Type A (30"x24" Bikeway Sign)	5.00	SF	\$25.00	\$125.00	20% contingency added to unit price of sign panel due to custom signage
Sign Panel Type A (18"x24" Bikeway Sign)	3.00	SF	\$25.00	\$75.00	20% contingency added to unit price of sign panel due to custom signage
			Assembly Price	\$380.00	
Decision Sign					
15' Metal Post, Type B, (4' Buried)	11.00	LF	\$15.00	\$165.00	Only the linear footage above ground is calculated in the cost of the post
Sign Panel Type A (30"x24" Bikeway Sign)	5.00	SF	\$25.00	\$125.00	20% contingency added to unit price of sign panel due to custom signage
Sign Panel Type A (6"x30" Destination Sign)	1.25	SF	\$25.00	\$31.25	20% contingency added to unit price of sign panel due to custom signage
Sign Panel Type A (6"x30" Destination Sign)	1.25	SF	\$25.00	\$31.25	20% contingency added to unit price of sign panel due to custom signage
Sign Panel Type A (6"x30" Destination Sign)	1.25	SF	\$25.00	\$31.25	20% contingency added to unit price of sign panel due to custom signage
			Assembly Price	\$383.75	

* Assembly costs are based on IDOT pay item specifications and recent IDOT letting costs.

Tier One Priority Corridors

Golf Road

The Golf Road corridor is an east-west oriented bikeway that is about 34 miles in length. There are 149 signs estimated for this corridor. According to the NWMC 2010 Bicycle Plan, 36% of the corridor is complete; however, there is poor continuity between the completed sections. There are eleven communities connected by the corridor: Evanston, Skokie, Morton Grove, Niles, Des Plaines, Mount Prospect, Arlington Heights, Rolling Meadows, Schaumburg, Hoffman Estates and Elgin.

In **Evanston**, the Golf Road corridor begins at Sheridan Road near Lake Michigan. The corridor has been designated as a Proposed bike route on existing streets until its connection at Orrington Avenue where the alignment changes to Proposed bike lane. Two connections in this section are made to the Lakefront corridor and the alignment makes turns at Hinman Avenue and Davis Street within a short two two-block area. The priority is to sign both the connection to the Lakefront corridor as well as the turn situations. After these priority areas are addressed, the remaining length of the corridor can be signed and is mostly made up of Confirmation signage.

In **Skokie**, the corridor is shown as Proposed bike lane. Signage along the corridor consists mostly of Confirmation signage, except at the intersection with the Skokie Valley corridor east of the Edens Expressway. At this location, Decision, Action and Confirmation signage are necessary.

In **Morton Grove**, between Harms Road and Washington Street, the corridor is shown as an existing bike route. Signage would consist of mostly Confirmation signs along the length of the corridor except at the intersection with Austin Avenue where signage reflects the corridor's connection to an existing trail/path. Similarly, at Washington Street where the corridor turns south briefly before heading west again on Lyons Street, mostly Confirmation signage is used.

In **Niles**, between Washington Street and Greenwood Avenue, the alignment requires a series of Action, Decision and Confirmation signage as the route travels along Lyons and Maryland streets before it turns onto Church Street. The corridor makes no connections to significant existing bike route, however, at Washington Street, the corridor makes use of existing bike route along Beckwith Road in Morton Grove.

In **Des Plaines**, the corridor has been designated on a Proposed bike route. Heading west from Niles, the alignment turns south on Bellaire Avenue, follows Ballard Road a short distance west and then connects with Rand Road. There is a signed intersection where the corridor intersects with an existing trail/path near the intersection of Ballard Road and Rand Road. The crossing from Ballard Road to the trail is awkward currently. The east curb line does not have a curb cut close to the intersection to access the trail. In addition, there are a large number of right turning movements from Ballard Road to Rand Road. Additional signs may be necessary for both the cyclist and the motoring public.

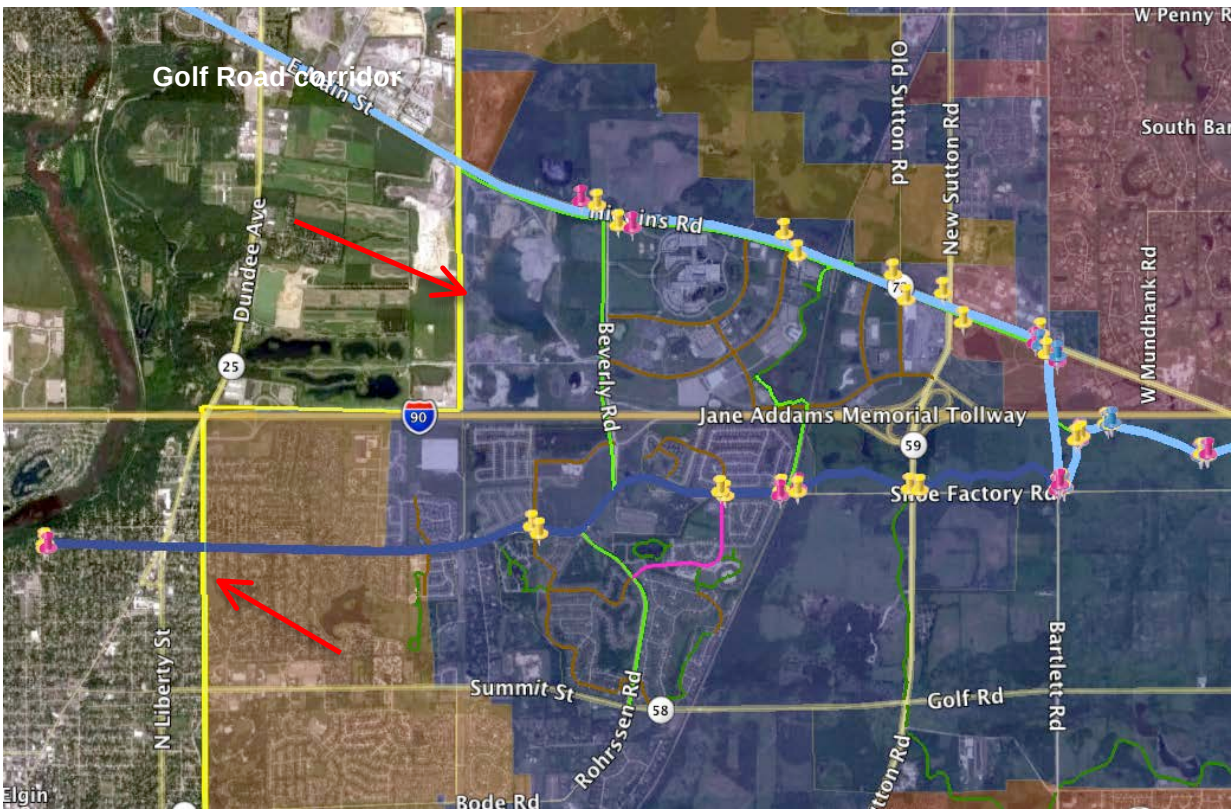
Turn signage is necessary at the intersection of Rand Road and Golf Road where the corridor alignment heads southwest at Wolf Road.

In **Mount Prospect**, the corridor alignment has not been shown to be existing bike route/lane/path. The corridor should be signed with mostly confirmation signage. There are a couple of existing bike routes that connect to the corridor from the north.

In **Arlington Heights**, the corridor is signed with Confirmation signage but does not connect with any existing or proposed bike route. In Rolling Meadows, the corridor is signed with Confirmation signage and appears to parallel a section of proposed trail/path north of Golf Road.

In **Schaumburg** West of Route 53, the alignment appears to intersect with several sections of existing trail/path as it meanders west towards Roselle Road. This section is signed with Confirmation signage and some Action signs, for example, at Plum Grove Road, as the route makes use of multiple roads.

In **Hoffman Estates**, the corridor makes many connections to Proposed bike lanes and routes. The priority intersection to sign is the intersection between the Golf Road corridor and the Higgins Road corridor. The Poplar Creek Trail appears to connect to both corridors as well near the intersection of Shoe Factory Road and Higgins Road. The corridor continues west through Elgin and then crosses outside the Cook County line. See map below which shows both corridors and Cook County Boundary.



Higgins Road

The Higgins Road corridor is a northwest and southeast oriented bikeway that is about 19 miles in length. There are 60 wayfinding signs estimated for this corridor. According to the NWMC 2010 Bicycle Plan, 42% of the corridor is complete, including large sections which utilize existing paths through the Popular Creek Forest Preserve and Busse Woods Forest Preserve. There are four communities connected by this corridor: Elk Grove Village, Schaumburg, Hoffman Estates and South Barrington.

At the east end of the corridor, the corridor makes use of existing trail/path systems in the Busse Woods Forest Preserve. Connection to **Elk Grove Village** is made at the intersection of Higgins and Arlington Heights Roads where Decision and Confirmation signage is needed.

In **Schaumburg**, the corridor coincides with existing trail/path as the bikeway makes its way west through the community. These areas should be signed first. Between the Frontage Road (along Route 53) and Plum Grove Road to the west, the alignment also intersects with several existing trail/path systems oriented north and south. Signing the intersection at Plum Grove Road and Higgins Road is important as this area not only

reflects a change in direction from Woodfield Road to the north, but also a new westerly alignment along Higgins Road.

In **Hoffman Estates**, the corridor has been designated on a proposed bike trail/path along most of its entire length. Many other sections of proposed bike route and bike lane connect with the corridor throughout the community. West of Barrington Road, the corridor makes an important connection to the Golf Road corridor. This intersection would be signed.

Continuing in a northwest direction, the corridor makes use of sections of existing trail/path and crosses through a small section of **South Barrington** before continuing onto Higgins Road, which has been designated on proposed trail/path through the western part of **Hoffman Estates**. Decision and Action signs are needed in several areas where proposed trail/path/route are located. West of this location, the corridor exits Cook County and links to the Dundee Road corridor in the community of Dundee.

Howard/Sibley

The Howard/Sibley corridor is an east-west oriented bikeway that is about 23 miles in length. There are 196 wayfinding signs estimated for this corridor. According to the NWMC 2010 Bicycle Plan, 65% of the corridor is complete. The route takes advantage of existing bike lanes in the communities of Skokie and Evanston along the eastern portion of this corridor. There are eight communities connected by the Howard/Sibley corridor: Evanston, Niles, Skokie, Park Ridge, Des Plaines, Mount Prospect, Arlington Heights and Rolling Meadows.

In **Evanston**, the corridor begins at Sheridan Road near Lake Michigan. Two connections to the proposed Lakefront corridor are also made at this location. Additionally, the Howard/Sibley corridor makes a turn south at Chicago Avenue onto Howard Street within a short half-mile distance. The priority is to sign both the connections to the Lakefront corridor as well as the turn situation. After these priority areas are addressed, the remaining length of the corridor is signed mostly with Confirmation signage. A Proposed bike lane connection is made at Dodge Avenue and the corridor makes another connection to existing trail/path east of McCormick Boulevard.

In **Skokie**, the corridor continues west along Howard Street, which is designated on a Proposed bike lane, with Confirmation signs on both sides of the road. A signed connection to the Skokie Valley corridor is necessary just east of Skokie Boulevard. Both Action and Confirmation signs are necessary along Niles Center Road as the corridor makes its way around the Edens Expressway and back onto Howard Street. A portion of the corridor also has existing bike lanes from Niles Center Road to East Prairie Road. There are several connections to existing signed bike routes that intersect the corridor from the north in this section. East of Lehigh Avenue, the corridor makes use of Proposed bike lanes.

In **Niles**, West of Lehigh Avenue, the corridor does not align with any existing bike route/lane. The primary signed intersection connects the North Branch Trail with the corridor between Caldwell and Waukegan Road. West of Osceola Avenue, there is a short section of existing signed route. The majority of signage through the community of Niles is Confirmation signs.

In **Park Ridge**, the corridor takes advantage of large sections of existing bike route that would be signed with both Action (Turn) and Confirmation signs as the alignment makes use of both Sibley and Elm Streets. Specifically, between Prospect and Aldine Avenue the corridor is south of Sibley Street and requires both Action and Confirmation signage as the alignment makes use of Elm Street to travel east west. At the connection with the Northwest Highway corridor, Decision, Action and Confirmation signs are needed as the alignment makes use of both Busse Highway and Greenwood Avenue.

In **Des Plaines**, the corridor makes many connections to existing bike routes and proposed bike routes. The majority of these routes do not coincide with the alignment, but either connect to or cross over the corridor. These intersections would be signed with Decision, Action and Confirmation signs. Many Action signs are needed along the corridor in the community of Des Plaines as the alignment makes turns at several street locations.

In **Mount Prospect**, the majority of the corridor is designated on existing trail/path or existing routes. Action signs are needed where there are turns in the alignment at Linneman Road. Confirmation signs would line the majority of the corridor.

In **Arlington Heights**, the corridor makes one turn before connecting to Algonquin Road and heading west into **Rolling Meadows**, where the corridor takes advantage of the existing trail system in Busse Woods south of Golf Road. Action and Confirmation signs are necessary along this section.

The Howard/Sibley corridor makes a connection to the Higgins Road corridor at Busse Woods. The signing of the intersection between these two corridors is very important, as those bicyclists wishing to continue west of the Woods would turn onto the Higgins Road corridor.

Fairfield/Quentin

The Fairfield/Quinn corridor is a north-south oriented bikeway that is about 24 miles in length that spans both Lake and Cook Counties. There are 165 wayfinding signs estimated for this corridor. According to the NWMC 2010 Bike Plan, the preferred alignment has bicycle facilities on sixty percent of the corridor. The Cook County section of the corridor is essentially complete and the remaining 40% percent in Lake County is planned.

As the corridor crosses over from Lake County, into **Palatine**, there is a turn in the alignment just north of Dundee Road. This turn would be signed with Decision, Action and Confirmation signage. Next, the corridor's intersection with the Dundee Road corridor should be signed with Decision and Confirmation signs. First, the corridor turns east onto Benton Street for a distance and then turns west from Benson onto Wood Street. Signs would be placed at these turn situations.

There are several more turn situations along Wood Street as the alignment continues to move west until it connects with Quentin Road. Again, these turns in alignment would be signed. There continue to be many more short turn situations as the corridor continues south before reaching Algonquin Road. These turn situations would make use of several Action and Confirmation signs.

In **Schaumburg**, the alignment follows Meacham Road south and appears to take advantage of a large section of existing trail/path. This section would be signed first. The alignment turns west from Meacham Road and connects with Plum Grove Road. Again, the alignment appears to take advantage of several existing trail/path sections with a major trail connection at Schaumburg Road. These areas would be signed first. South of Schaumburg Road, there appear to be several corridor connections with existing bike lane at Merlin Drive and Weathersfield Way.

Tier Two Priority Corridors

The following Tier Two Priority corridors are less defined, have more barriers to their completion, which makes their signage less of a near-term priority. However, it presents the opportunity to include signage when segments of the corridors are completed. These corridors are still in the planning stage and subject to change.

Irving Park Road

The Irving Park Road corridor is an east-west oriented bikeway that is about 19 miles in length. There are 104 wayfinding signs estimated for this corridor. According to the NWMC 2010 Bicycle Plan, 49% of this corridor is complete with roughly nine miles finished from Barrington Road to the Busse Woods Forest Preserve. There are five communities connected by the Irving Park corridor: **Elk Grove Village, Schaumburg, Hanover Park, Streamwood, and Elgin.**

In **Elk Grove Village**, the corridor is not a continuous east-west route, but takes advantage of several roads, which meander through residential areas until its connection to Plum Grove Road. This section is not very developed. Because of the nonlinear nature of the corridor, signage consists mostly of Action (turn) and Confirmation signage although there are signed intersections near Route 53 and Plum Grove Road.

In **Schaumburg**, the alignment runs east-west along Wise Road, which has been designated, mostly on either existing or proposed trail/path. These existing areas should be signed first. Along Wise Road, there are several links to existing bike lanes that connect from north of the corridor. Signage throughout the corridor consists mostly of Confirmation signs between Plum Grove Road and Springinsguth Road where there would be a signed intersection as the corridor turns 90 degrees north for about one half mile.

In **Hanover Park**, the corridor continues west towards Barrington Road on Proposed bike trail/path. Signage consists mostly of Confirmation signage through the community of **Schaumburg**. There are signed intersections at Springinsguth Road and Barrington Road to the west.

In **Streamwood**, data is not available on the status of the corridor. The corridor connects back up to Irving Park Road at East Avenue where the alignment begins to diagonal to the northwest. There are several locations for Turn signs just west of Barrington Road, where the corridor crosses over from Hanover Park into Streamwood. The remaining length of the corridor in Streamwood consists mostly of Confirmation signs up until Route 59. After that intersection, the corridor continues into Elgin and then crosses the Cook County line for about a mile and ends at the Fox River.

Dundee Road

The Dundee Road corridor is an east to west oriented bikeway that is about 26 miles in length. There are 97 wayfinding signs estimated for this corridor. According to the NWMC 2010 bicycle plan, 20% of the corridor is complete with many discontinuous sections leaving little opportunity for short-term signage implementation. However, the corridor's great span (Glencoe to Carpentersville), affords opportunities to tie into short-term signage strategies from connections to existing north-south corridors. There are seven communities connected by the Dundee Road corridor: Glencoe, Northbrook, Buffalo Grove, Arlington Heights, Palatine, Barrington and Barrington Hills.

Starting just east of Route 41 in **Glencoe**, the Dundee Road corridor heads directly west through Northbrook on Dundee Road. This section of corridor has been designated on proposed bike lanes along its entire length up until the Tri-State Tollway. Wayfinding signage should be installed first along this continuous section when the bike lane is established and includes mostly Confirmation signage except at a few crossing

intersections. Just west of Route 41, a signed intersection that includes Decision, Action and Confirmation signs, would alert bicyclists to a proposed trail/path connection to the Skokie Valley Road corridor that continues north of Lake Cook Road.

In **Wheeling**, the corridor continues to head west, crossing Milwaukee Avenue and Elmhurst Road before connecting to the community of Buffalo Grove. The Dundee Road corridor alignment in this section is unclear. When designated, signage would consist mostly of confirmation signs except at the intersection with the Des Plaines River Trail east of Milwaukee Avenue. At this location, Decision, Action, and Confirmation signs would be installed.

In **Buffalo Grove**, the alignment continues along Dundee Road between Buffalo Grove Road and roughly Arlington Heights Road to the west. Much of the corridor is listed on an existing or proposed trail/path. In these areas, wayfinding signage would consist mostly of Confirmation signs along both sides of the corridor except at the intersection with Buffalo Grove Road, where Decision signs would be placed.

Arlington Heights only supports about a mile section of the Dundee Road corridor and appears not to be designated as existing or proposed bike route/lane or path. Signage along this short section would consist only of Confirmation signage.

In the community of **Palatine**, there appears to be an extensive bike trail/path system around Deer Grove Lake that also extends south of the corridor. This trail system is located mostly north of the alignment and does not coincide with the bicycle corridor. The corridor itself does not appear to be designated on an existing bike route/lane/path.

With this existing trail system already in place, wayfinding signage linking the Dundee Road corridor to the trail system makes sense. The priority would be to install regional signage that includes Decision, Action and Confirmation signage at the intersection of these two facilities. Signage along the remaining east-west section of the Dundee Road corridor reflects mostly the installation of Confirmation signage along its length.

In **Barrington**, the Dundee Road corridor parallels the southern border of the community. A small section on Proposed bike lanes exists to the east of Barrington Road; otherwise the remaining route is not designated. The majority of existing community bike route is along or north of Hillside Avenue and extends into Lake County. Confirmation signage is recommended along Dundee Road.

In **Barrington Hills**, no data was available for analysis. In the absence of corridor data, Confirmation signage is recommended along the majority of the corridor except at the intersection with the Glenview/Central/Algonquin corridor. At this location, Decision, Action and Decision signs should be installed to signify to users the connection between these two corridors. West of Barrington Hills, the Dundee corridor extends outside Cook County and terminates at the community of East Dundee, a distance of approximately two miles. An important connection is made with the Higgins Road corridor as well.

Northwest Highway

The Northwest Highway corridor is a northwest-southeast oriented corridor that is about 38 miles in length. Unlike the other seven corridors that are wholly inside the Cook County boundary, the Northwest Highway corridor has about 35 percent of its length outside the county. There are 110 wayfinding signs estimated for this corridor. The signage in this section refers to the alignment derived from GIS data in the MWMC 2010 Bicycle Plan. Recent work on this corridor will have to be added to reflect the most current aspects of this corridor that include an interim alignment that uses existing streets.

According to the NWMC 2010 bicycle plan, only 10% of this route is complete suggesting that there is little opportunity to install regional signage in the short term. The focus should be on identifying connections to regional destinations and other regional corridors. There are seven municipalities connected by the Northwest Highway Corridor in Cook County: City of Chicago, Park Ridge, Des Plaines, Mount Prospect, Arlington Heights, Palatine and Barrington.

In the City of **Chicago**, the Northwest Highway corridor begins south of Irving Park Road on the Northwest Highway. At this location, the route connects to the Skokie Valley corridor, which runs north through the City of Chicago and ultimately into Lake County. Along its roughly 5.5 mile reach into the city, signage along the Northwest Highway would consist of Confirmation signs with several signed intersections including Harlem Avenue and the intersection with the Skokie Valley corridor.

In **Park Ridge**, the route makes use of Turn signs onto Touhy Avenue and as the corridor moves onto Busse Highway. A signed intersection and recommended connection to the Howard/Sibley corridor is made at Elm Street and Greenwood Avenue. Additionally, a signed intersection is located along the corridor at Oakton Street.

In **Des Plaines**, there are many existing bike routes, however, these do not coincide with the corridor. Much of the corridor, however, has been designated as proposed trail/path or route. There are several intersections that require Action, Decision and Confirmation signs for example where the alignment crosses Des Plaines River Road and at State Street that becomes Golf Road to the east.

In **Mount Prospect**, there is a major signed intersection and important connection to the Glenview/Central/Algonquin corridor at East Central Road. Confirmation signs at the corridor's intersection at Main Street confirm to the bicyclist the route's northwesterly direction from that location.

In **Arlington Heights**, the corridor has been designated as a proposed trail/path. Although there are many existing bike routes throughout the community, the corridor does not make use of most of them. One signed major intersection that uses both Decision and Confirmation signage is at Arlington Heights Road that runs north and south through the community. A second major signed intersection is at the corridor's connection to the Willow Road corridor at Wilke Road.

In **Palatine**, the alignment is not existing, but is proposed making use of Rowling, Colfax and Baldwin roads as the corridor turns to the north for about a mile before heading west again towards the community of Inverness. The corridor makes a connection to existing bike route and path on Benton Street. This intersection is signed with Decision, Action, and Confirmation signage.

The Northwest Highway route makes a connection to the Dundee Road corridor near the far northwest corner of the Palatine community. After this signed intersection, the Northwest Highway corridor continues through the Cook County side of **Barrington** and continues north of the county line for approximately thirteen miles. Confirmation signage is the majority sign type in this section.

Glenview/Central/Algonquin

The Glenview/Central/Algonquin corridor is an east-west oriented route that is about 28 miles in length. There are 123 wayfinding signs estimated for this corridor. According to the NWMC 2010 bicycle plan, 45% of this corridor is complete, including a six-mile stretch along Algonquin Road. There are examples of some excellent existing signage between the North Branch Trail and the Green Bay Trail in the community of Winnetka at the eastern edge of the corridor.

There are twelve communities that are connected by the Glenview/Central/Algonquin corridor: Wilmette, Glenview, Des Plaines, Mount Prospect, Arlington Heights, Rolling Meadows, Schaumburg, Palatine, Hoffman Estates, Inverness, South Barrington, and Barrington Hills.

In **Wilmette**, the alignment has been designated as existing signed route and begins at Sheridan Road where a set of Confirmation and a Decision signs are placed. As the alignment moves west, the priority would be to make connections to the existing Green Bay Trail and to the proposed Lakefront Trail by signing these intersections with Decision, Action and Confirmation signs. Other than these two intersections, Confirmation signs line the corridor into the next community.

In **Glenview**, starting at the east end of the community, the corridor has already been designated on an existing bike route east of Harms Road. The priority in this stretch would be to sign the alignment's intersection with the Skokie Valley corridor. The next signed intersection would be just west of Harms Road where the corridor connects with the North Branch Trail. Further west, the corridor is designated on existing bike lanes between Washington Street and Greenwood Road. This segment would be signed with Confirmation signs. West of Greenwood Road, a section of proposed trail/path has been designated along Glenview Road. Action signs are suggested, as the alignment turns southwest along Dearlove Road and onto Central Road.

Just west of Dearlove, there is a narrow section of Central Road as it crosses under a Union Pacific Grade Crossing. The underpass needs to be widened, even to accept standard traffic lane widths. When this underpass is re-built, it should be widened enough for a separated bike lane on either side of the traffic lane. This section of Central Road is dangerous to proceed through at its current condition. A separate bike path would be advantageous. There is an entrance to Oakton Community College on this section of Central Road. A connecting trail would be helpful for the school as well.

Just west of the Tri-State Tollway, the connection with the Des Plaines River Trail should be signed with Decision, Action and Confirmation signs. Along the short section that runs through **Des Plaines**, the corridor on Central Road should be signed with Confirmation and Decision signs as appropriate.

In **Mount Prospect**, the corridor continues along Central Road, which has been designated as a proposed bike route. When the Northwest Highway corridor is developed, signing its intersection with the Glenview/Central/Algonquin corridor is important with Decision, Action and Confirmation signs.

In **Arlington Heights**, the corridor continues along Central Road. Although an eastern section has been designated on a Proposed bike route, most of the alignment has not been designated. The signage through Arlington Heights consists of mostly Confirmation signage. There is a fairly extensive development of bike route in Arlington Heights; however, much of it is to the north of the corridor.

In **Rolling Meadows**, the corridor turns south to connect with Algonquin Road. Although this section has not been designated on a Proposed bike route/path/route, where the turn situations occur, Decision, Action and Confirmation signage are required.

In **Schaumburg**, much of the corridor has not been designated, although there are several sections of existing trail/path. At Meacham Road, where there is a connection to an existing trail/path, a signed intersection should be installed.

In **Palatine**, most of the corridor coincides with an existing trail/path. There is one signed intersection at the connection with the trail/path that utilizes Kris Howard Drive and heads north past Euclid Avenue towards

Peregrine Lake. In **Inverness**, the corridor coincides with existing trail/path and should be signed with Confirmation signage.

In **Hoffman Estates**, west of Ela Road, the corridor has not been designated on an existing or Proposed bike route/lane/path and continues in a northwesterly direction through the community. The corridor is mostly signed with Confirmation signage.

In **South Barrington**, the corridor is designated on a section of existing trail/path east of Barrington Road. At this location, Decision and Confirmation signage should be placed at the intersection. In **Barrington Hills**, the corridor terminates and makes a connection with the Dundee Road corridor. At this intersection, Decision, Action and Confirmation signage should be placed.

Tier Three Priority Corridors

The Tier three priority corridors below generally have a low percentage of both existing and planned bike facilities, which make them, even a lower priority for signage. However, reviewing the areas for signage provides an overall perspective for signage priorities when funding becomes available.

Willow Road Corridor

The Willow Road corridor is an east-west oriented route that is about 15 miles in length. Seventy-three wayfinding signs are estimated for this route, however, according to the NWMC 2010 Bicycle Plan only 9% of the route is complete, leaving little opportunity for short-term signage implementation. There are seven communities connected by the Willow Road corridor: Winnetka, Northfield, Glenview, Northbrook, Wheeling, Prospect Heights and Arlington Heights.

In **Winnetka**, the corridor travels west on Willow Road and is designated on the NWMC 2010 Bicycle Plan map as Proposed trail/path. Decision signs are placed at the corridor terminus at Green Bay Road and Confirmation signage is regularly spaced on either side of Willow towards Northfield. There have been no significant existing routes or trails that connect to the corridor.

In the community of **Northfield**, the corridor continues west along New Willow Road and has not been identified on a proposed route or lane. A Proposed trail/path that follows sections of the corridor have been identified along much of the alignment. There is also a significant north south trail/path that is proposed along Sunset Ridge Road that would intersect the corridor. This potential connection would be signed with Decision and Confirmation signage where the path crosses the corridor.

In **Northbrook**, between Waukegan and Milwaukee roads, the corridor continues west along Willow Road. The route-mapping layer suggests that parts of this section have been identified on Proposed bike trail/path or route. Confirmation signage makes up the majority of sign types in this section. Significant future connections could be made to a Proposed bike trail/path on Shermer and Sunset Ridge Roads. Significant future bike lane connections could also be made and signed at Landwehr and Pfingsten Roads.

West of Milwaukee Avenue, the corridor goes briefly through a section of **Prospect Heights** using Palatine Road. No data is available for this section. However, a signed intersection should be noted at the corridor's intersection with the existing Prospect Heights Bike Path. In the community of Wheeling, the corridor turns

south for several blocks onto South Wheeling Road before continuing west on Willow Road in Prospect Heights. These areas would be signed with Decision and Confirmation signs at the turn locations.

In **Arlington Heights**, the corridor makes use of Thomas Street until the route turns south to connect with the Northwest Highway corridor via Wilke Road. In Arlington Heights, the section of Thomas Street between Dryden Avenue and Kennicott Boulevard is an existing bike route. These two roads also are significant existing bike routes themselves. These areas should be signed first along with Douglas Avenue, which is also a significant existing bike route that intersects the corridor. The corridor turns 90 degrees south and connects with the Northwest Corridor via Wilke Road. This turn should be signed with Decision, Action and Confirmation signs.

Priority North-South Existing Corridors

Des Plaines River Trail Corridor

The Des Plaines River Trail Corridor is a north-south oriented route that is about 51 miles in length and spans across both Lake and Cook Counties. Seventy-six wayfinding signs are estimated for this corridor. This route connects with many east-west priority corridors in Cook County; however, the majority of the alignment is in Lake County and extends to the Wisconsin border.

The alignment crosses over from Lake into Cook County south of County Line Road just east of the community of **Wheeling**. This intersection would be signed with Confirmation and Decision signage. The first major signed intersection is at the Dundee Road corridor. This connection would be signed with Confirmation and Decision signs to let the bicyclists know there is a crossing of two major corridors.

The next major signed intersection is about two miles south of Dundee Road, where the alignment crosses the Willow Road corridor. This intersection would be signed with Confirmation and Decision signs. Although there are several turns in the alignment, the corridor is a continuous trail and therefore only Confirmation signage is needed along much of the corridor.

The alignment next crosses the Glenview/Central/Algonquin corridor at Central Road east of the community of **Des Plaines**. This connection would be signed with Decision and Confirmation signs as the bicyclist has the option to continue south on the alignment or turn to proceed east or west.

The alignment makes its next priority corridor connection at Golf Road. There are two turn situations which would be signed with Decision, Action and Confirmation signage. These turn locations are at Bollard and Rand Road.

In **Des Plaines**, the alignment makes a sharp turn from Minor Street onto Campground Road and also connects with the Northwest Highway corridor. This area would be signed with Decision, Action and Confirmation signs. West of **Park Ridge**, the alignment continues south and mostly makes use of Confirmation signs along its length. The corridor connects to and uses a section of the Howard Sibley corridor between Algonquin Road and Sibley Street. These areas would involve signage that reflects the coincidence of both corridors. South of Higgins Road, the corridor continues into Chicago and for the most part makes use of Confirmation signage along this section.

North Branch Trail

The North Branch Trail corridor is a north-south oriented route that is about 24 miles in length that takes bicyclists from the City of Chicago to the Cook County border. One hundred and fifteen wayfinding signs are estimated for this corridor. 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.

In **Glencoe**, the alignment starts at the Chicago Botanic Garden and follows along a series of internal roads until the route exits at Dundee Road. Action signs are needed at one turn location where the rider might question the alignment direction. South of Dundee Road, the corridor splits into two sections that go around one of the Skokie lagoons. The western section joins up with the Dundee road corridor before turning south paralleling Route 41. The east section continues south as well. Decision, Action and Confirmation signs are needed at the location of the split.

In **Winnetka**, the corridor rejoins at Tower Road. Confirmation and Action signs are needed as the path becomes a single route from this point south into Chicago. In **Northfield**, the corridor connects with the Skokie Valley corridor, which is signed with Decision and Confirmation signage at that location. The next major connection with an east-west priority corridor is in the community of **Glenview** as the alignment crosses the Glenview/Central/Algonquin corridor.

In **Morton Grove**, the alignment bisects the Golf Road corridor and is signed at this location. At Lehigh Avenue and Dempster Street, a connection to a significant existing route is made and signed with Decision and Confirmation signage. In **Niles**, the alignment connects with the Howard Sibley corridor on Howard Street. This location would be signed with Decision and Confirmation signage. In the City of Chicago, the alignment makes several turns and then ends with its connection to the Skokie Valley corridor north of Foster Avenue, which is signed with Decision and Confirmation signage.

Appendix: Tables & Supporting Documents

Table A1 – Cook County Regional Destinations from 2010 NWMC Bike Plan

#	Destination	Municipality	Corridor
1	Chicago Botanic Garden	Glencoe	Skokie Valley
2	Northbrook Velodrome	Northbrook	Dundee Road
3	Plaza Del Lago	Kenilworth	Lakefront
4	Baha'i Temple	Wilmette	Glenview / Central / Algonquin
5	Ryan Field	Evanston	Lakefront
6	Northwestern University	Evanston	Lakefront
7	Old Orchard Shopping Center	Skokie	Golf
8	Village Crossing	Skokie	Howard Sibley
9	Rosemont Theatre	Rosemont	Des Plaines River
10	Stephens Convention Center	Rosemont	Des Plaines River
11	Allstate Arena	Rosemont	Higgins
12	Oakton Community College	Des Plaines	Glenview / Central / Algonquin
13	Golf Mill Shopping Center	Niles	Golf
14	Ikea	Schaumburg	Golf
15	Woodfield Mall	Schaumburg	Golf
16	Lincolnwood Town Center	Lincolnwood	Howard Sibley
17	Sears Centre Arena	Hoffman Estates	Golf
18	Northeastern Illinois University	Chicago	Skokie Valley
19	Loyola University Chicago	Chicago	Lakefront
20	Ravinia Park	Highland Park	Lakefront
21	The Glen Town Center	Glenview	Willow Road
22	Deer Park Town Center	Deer Park	Fairfield Quentin
23	Wilmette Village	Wilmette	Glenview / Central / Algonquin
24	Arlington Park Racetrack	Arlington Heights	Northwest
25	Kensington Business Park	Mt Prospect	Glenview / Central / Algonquin
26	Randhurst Shopping Center	Mt Prospect	Willow Road
27	Illinois Holocaust Museum	Skokie	Skokie Valley
28	O'Hare International Airport	Chicago	Higgins
29	Spring Lake Preserve	Barrington Hills	Dundee
30	Crabtree Preserve	Barrington Hills	Dundee
31	Poplar Creek Forest Preserve	Streamwood	Golf
32	Bluff Springs Fen	Streamwood	Irving Park
33	Paul Douglas Preserve	Hoffman Estates	Glenview / Central / Algonquin
34	Busse Woods Forest Preserve	Cook County	Howard Sibley
35	Deer Grove Preserve	Cook County	Dundee & Northwest
36	Jens Jensen Preserve	Deer Park / Cook County	Fairfield Quentin, Deerfield, Dundee

Table A1 (cont'd) – Cook County Regional Destinations from 2010 NWMC Bike Plan

#	Destination	Municipality	Corridor
37	George F. Nixon Forest	Golf	N. Branch Trail
38	Frank Bobrytzke Forest	Morton Grove	N. Branch Trail Howard - Sibley Alt
39	Clayton F. Smith Preserves	Niles	N. Branch Trail
40	Roman Pucinski Preserve	Chicago	N. Branch Trail
41	William N. Erickson Preserves	Glencoe	Lakefront
42	Somme Woods	Northbrook	Skokie Valley, Glenview / Central / Algonquin
43	Chipilly Woods	Northbrook	Skokie Valley, Glenview / Central / Algonquin
44	Ryerson Woods	Buffalo Grove	Deerfield, Des Plaines River
45	Mallard Lake Forest Preserve	Bartlett	Elgin O'Hare
46	Hawk Hollow Forest Preserve	Bartlett	Elgin O'Hare
47	Des Plaines Casino	Des Plaines	Higgins Alt2, Des Plaines River Trail
48	Harper College	Palatine	Fairfield Quentin / GCA
49	Streets Of Woodfield	Schaumburg	Higgins Alt2
50	Woodfield Village Green	Schaumburg	Golf
51	Roosevelt University Schaumburg	Schaumburg	Golf
52	Illinois Institute Of Art	Schaumburg	Golf
53	Spring Valley Nature Sanctuary	Schaumburg	Golf Alt4
54	Prairie Center For The Arts	Schaumburg	Golf Alt4
55	Schaumburg Town Square	Schaumburg	Golf Alt4
56	Alexian Field	Schaumburg	Elgin O'Hare
57	Mystic Water Family Aquatic Center	Des Plaines	Northwest Hwy, Des Plaines
58	Northbrook Court	Northbrook	Skokie Valley Trail
59	Willow Festival Shopping Center	Northbrook	Willow Road
60	Wilbur Wright College	Chicago	Higgins Alt. 2
61	North Shore Center For Performing Arts	Skokie	Golf, Skokie Valley
62	Baker's Lake Forest Preserve	Barrington	Northwest Hwy
63	Potawatomi Woods		Dundee, Des Plaines River Trail
64	Cuba Marsh Forest Preserve	Barrington	Northwest Hwy
65	Mitchell Museum Of The American Indian	Evanston	Glenview / Central / Algonquin
66	Pratt's Wayne Woods	Bartlett	No CCHD Corridor
67	Elk Grove Business Park	Elk Grove Village	Elgin O'Hare

Table A2 – Additional Destinations Provided

Info Provided by:	Destination
Arlington Heights	Lake Arlington
	Downtown Arlington Heights
	Metropolis Performing Arts Center
	Northwest Community Hospital
	Arlington Dryden Plaza
	Arlington Heights Promenade
	Arlington Market
	Arlington Plaza
	Arlington Town Square
	Esplanade
	Go-go Center
	Greenbrier Center
	International Plaza
	Northpoint
	Plaza del Grato
	Ridge Plaza
	Southpoint
	Surrey Ridge
	Terramere Plaza
	Annex of Arlington
	Town & Country
	Westgate Shopping Center
Barrington	Barrington High School
	Barrington Ice House Mall
	Langerdorf Park
	Downtown Barrington
	Barrington Village Hall
	Barrington Metra
	Barrington Police Department
	Citizens Park
	Ron Beese Park
Bartlett	Villa Olivia Country Club
	Bartlet Hills Golf Club
	Downtown Bartlett
	James Phillip State Park
Buffalo Grove	Path to Buffalo Creek Forest Preserve
	Buffalo Grove High School
	Bison Park
	Windsor Ridge Park
	Kingswood United Church
	Plaza at Buffalo Grove Road
Des Plaines	Mckay Nealis Park
	Iroquois Pool
	Teton Park
	Westfield Gardens
	Woodlawn Park

Table A2 (cont'd) – Additional Destinations Provided

Info Provided by:	Destination
Des Plaines (cont'd)	Kutchen Park
	West Park
	Winnebago Park
	Blackhawk Park
	Cumberland Terrace
	Paroubeck Park
	Brentwood Park
	Northshire Park
	Cherokee Park
	Terrace School Garden Plots
	Tomahawk Park
	Kiwanis Park
	Northwestern Woods
	Potowatomie Park
	Dimucci-Lowenberg Park
	Hawaii Park
	Cornell Park
	South Golf Cul De Sac Park
	Majewski Metro Athletic Complex
	Des Plaines Manor Park
	Mohawk Park
	Central Park
	North Golf Cul De Sac Park
	Sioux Park
	Kylemore Greens
	Cheyenne Park
	Craig Manor Park
	Harry Semrow Driving Range
	Golf Center
	High Ridge Knolls Park
	Einstein Park
	Big Bend Lake Woods
	Eaton Field
	Lions Woods
	Jaycee Park
	Lions Woods
	Apache Park
	Camp Ground Road Woods
	Menominee Park
	Lions Woods
	Devonshire Park
	Yale Court
	Lake Park Golf Course
	Rosemary S. Argus Friendship Park
	Sesquicentennial Park
	Seminole Park
	Willow Park
	Iroquois Park
	Administrative and Leisure Center
	Chippewa Park

Table A2 (cont'd) – Additional Destinations Provided

Info Provided by:	Destination
Des Plaines (cont'd.)	Arndt Park
	Rand Park
	Lake Park
	Prairie Lakes Park
	YMCA
	First McDonald's Museum
	Mountain View Adventure Center
	Mystic Waters
	Holy Family Medical Center
	Downtown Train Station
	Fire Station 2
	Public Works
	Fire Station 1
	Police Department
	City Hall
	Cumberland Train Station
	Library
	Fire Station 3
	Post Office
	Post Office Annex
	Plainfield Elementary School
	Chippewa Middle School
	Iroquois Community School
	South Elementary School
	Oakton Community College
	Maryville Academy
	Cumberland Elementary School
	Orchard Place Elementary School
	North Elementary School
	Immanuel Lutheran School
	Brentwood Elementary School
	Central Elementary School
	Terrace Elementary School
	Maine West High School
	Devonshire Elementary School
	Willows Academy
	Nipper School
	Algonquin Middle School
	Friendship Junior High School
	Forest Elementary School
	St. Mary Elementary School
	Our Lady Of Destiny Catholic School
	St. Zachary Elementary School
	Brentwood Baptist Christian Academy
	Science & Arts Academy
	Rivers Casino
Evanston	Lorraine H. Morton Civic Center
	Downtown Evanston
	Evanston Public Library

Table A2 (cont'd) – Additional Destinations Provided

Info Provided by:	Destination
Evanston (cont'd.)	Grosse Point Lighthouse
	Evanston Hospital
	Saint Francis Hospital
	Evanston Township High School
	Robert Crown Center
	Ecology Center
	Noyes Cultural Arts Center
	Levy Center
	Clark Street Beach
	Fleetwood-Jourdain Center
	Chandler-Newberger Center
	Dempster Street Beach Office
	Ladd Arboretum
	James Park
	Lovelace Park
	Robert Crown Park
	Fountain Square
Glenview	Glenbrook South HS
	The Grove National Historic Landmark
	Community Park West
	Park Center
	Gallery Park
	The Glen Town Center
	Glenview National Golf Course
	Kohl Childrens Museum
	Glenview Park Golf Course
	Downtown Glenview
	Library
	Village Hall
	Post Office
	Downtown Metra Station
	The Glen Metra Station
	Flick Park and Pool
	Roosevelt Park and Pool
	Glenbrook Hospital
	Techny Basin
	Tyner Center
	Air Station Prairie
	Police Station
Hoffman Estates	Whiteley Elementary School
	Jefferson Elementary School
	Harper Community College
	Conant High School
	Fairview Elementary School
	St Huberts Elementary School
	Helen Keller Junior High School
	Hoffman Estates High School
	Winston Churchill Elementary School

	Dwight D. Eisenhower Junior High School
	Lincoln Prairie Elementary School
	John Muir Elementary School
	Neil Armstrong Elementary School

Table A2 (cont'd) – Additional Destinations Provided

Info Provided by:	Destination
Hoffman Estates (cont'd.)	Enders Salk Elementary School
	Schaumburg High School
	Hoover Elementary School
	Douglas Macarthur Elementary School
	Lakeview Elementary School
	Lincoln Elementary School
	Timber Trails Elementary School
	Elgin High School
	Larsen Junior High School
	Walter R Sundling Junior High School
	Plum Grove Junior High School
	Carl Sandburg Junior High School
	William Fremd High School
	Prairie Campus Junior High School
	Station Campus Junior High School
	Barrington High School
	Barbara Rose Elementary School
	Hoffman Estates Branch Library
	Schaumburg Township Central Library
	Hanover Park Branch Library
	Freeman Road Branch Library
	Willow Recreation Center
	Community Center & Ice Arena
	Vogelei Park
	Prairie Stone Sports and Wellness Center
	Poplar Creek Trail Parking
	Poplar Creek Trail Parking
	Poplar Creek Trail Parking
	Crabtree Trail Parking
	Paul Douglas Trail Parking
	Village Hall
	Childrens Advocacy Center
	New Police Station
	Jewel
	Jewel
	Valli Produce
	Aldi
	Shop and Save
	Dominicks
	Dominicks
	Dominicks
	Community Resource Center
	Public Works Bldg
	Fire Station 22
	Fire Station 21

	Police Station
	Fire Station 24
	Fire Station 23
	Seascape Aquatic Center

Table A2 (cont'd) – Additional Destinations Provided

Info Provided by:	Destination
Hoffman Estates (cont'd.)	St Alexius Hospital
	Hoffman Estates Post Office
	Schaumburg Post Office
	Schaumburg Township Bldg
	Hilltop Elementary School
	Mile 1
	Mile 2
	Mile 3
	Mile 4
	Mile 5
	Mile 6
	Mile 7
	Mile 8
	Mile 9
	Mile 10
	Mile 11
	Mile 12
	Mile 13
	Mile 14
	Mile 15
Mount Prospect	Randhurst Village
	Mount Prospect Golf Course
	Mount Prospect Metra Station
	Northwest Community Hospital
	Majewski Park
	Kensington Business Center
	Melas Park
	Downtown Mount Prospect
	Mount Prospect Public Library
Morton Grove	Park View School
	Golf Middle School
	Hines Elementary School
	Niles West High School
	Muslim Community Center
	North Branch Trail
	Morton Grove Park District Fitness Center
	Harrer Park
	Oriole Pool
	Freedom Woods Equestrian Center
Niles	Downtown Niles
	Gemini Junior High School

	Mark Twain School
	Nelson School
	Emerson Middle School
	Jefferson School

Table A2 (cont'd) – Additional Destinations Provided

Info Provided by:	Destination
Niles (cont'd)	Culver School
	Niles Teen Center
	Niles Historical Society
	Niles Public Library
	Niles Chamber of Commerce
	Niles Village Hall
	Niles Fitness Center
	Niles Senior Center
	Niles Post Office
	Golf Mill Shopping Center
	Oak Mill Mall
	Chesterfield Park
	Courtland Park
	Golf Mill Park
	Golf View Recreation Center
	Greenwood Park
	Grennan Heights Park
	Howard Leisure Center
	IceLand Skate
	Jonquil Terrace Park
	Kirk Lane Park
	N.I.C.O. Park
	Oak Park
	Oakton Manor Park
	Pioneer Park
	Point Park
	Oasis Fun Center
	Tam O'Shanter Golf Course
	Washington Terrace Park
	Tam Tennis Club
	Driving Range
	Niles Public Services Department
	Niles Police Department
	Niles Fire Department
Northbrook	Northbrook Court
	Downtown Northbrook
	Willows Festival Shopping Center
	Sanders Court Shopping Center
	White Plains Shopping Center
	Dunbrook Shopping Center
	Wood Oaks Green Park
	Sportsmen's Country Club
	Greenfield Park
	Coast Guard Park
	Somme Woods Forest Preserve

	Williamsburg Square Park
	Chipilly Woods
	Sunset Ridge Woods
	Brentwood Park

Table A2 (cont'd) – Additional Destinations Provided

Info Provided by:	Destination
Northbrook (cont'd)	Village Green
	West Park
	Westcott Park
	Stonegate Park
	Glenbrook North High School
	Meadowhill Park
	Anetburger Golf Club
Palatine	Palatine Village Hall
	Community Center
	Palatine Public Library
	Falcon Park Recreation Center
	Birchwood Park Recreation Center
	George H Clayson Museum
Rolling Meadows	Rolling Meadows Sports Complex
	West Meadows Ice Arena
Schaumburg	Atcher Park
	The Water Works
	Grey Farm Park
	Schaumburg Sports Center
	Schaumburg Regional Airport
	Olympic Park
	Motorola Campus
	Schaumburg Convention Center
	Copley Center
	Martingale Road Office Corridor
	Spectrum Industrial Park
	St. Alexius Hospital (Hoffman Estates)
Skokie	Second District Court Facility
	Niles North High School
	Skokie Hospital
	Niles West High School
	Skokie Village Hall
	Skokie Theatre
	Oakton Community College - Skokie
	Skokie Historical Society
	Oakton Park
	Illinois Science and Technology Park
	Skokie Water Playground
	Emily Oaks Nature Center
	Skokie Northshore Sculpture Park
	Skokie Public Library

Streamwood	Hoosier Grove Farmstand Park
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Table A2 (cont'd) – Additional Destinations Provided

Info Provided by:	Destination
Wheeling	Des Plaines River Trail
	Milwaukee Ave
	Potawatomi Woods
	Dam 1 woods
	Wheeling Municipal Campus
	Wheeling Metra
	Prospect Heights Bike Path
	Wheeling High School
	Indian Trails Public Library
	Chicago Executive Airport west Access
	Chicago Executive Airport East Access
	Palwaukee Business Park
	Chaddick Marquardt Industrial Area
	Wheeling Road industrial area
	Capitol Commerce Center
	Northbrook College of Healthcare
	Westin
	Prospect Heights Metra
	Woodland Trails Park
	Gary Morava Recreation Center
	Chevy Chase Country Club
	Walmart Sam's Club
	Schwind Crossings
	Childerly Park
	Northgate Business Park

Table B-1 – Summary of Signage Data Provided

#	Municipality	Info Provided
1	Arlington Heights	GIS Shapefiles
2	Barrington	Excel Spreadsheet
3	Bartlett	
4	Buffalo Grove	Pdf's, Excel Spreadsheet, Cover Ltr, and Zip File
5	Des Plaines	GIS Shapefiles
6	Elk Grove Village	
7	Evanston	
8	Glencoe	
9	Glenview	
10	Hanover Park	
11	Hoffman Estates	Signage Specs and Spreadsheets
12	Kenilworth	
13	Lincolnwood	
14	Morton Grove	
15	Mount Prospect	GIS Shapefiles
16	Niles	
17	Northbrook	Sign Inventory Sheets
18	Northfield	
19	Palatine	GIS Shapefiles
20	Park Ridge	
21	Prospect Heights	
22	Rolling Meadows	GIS Shapefiles
23	Streamwood	
24	Schaumburg	GIS Files
25	Skokie	Wayfinding Sign Concepts
26	Wheeling	
27	Wilmette	Sign Specifics and Locations
28	Winnetka	

Table B-2 – Additional Destination Information

#		Municipality	List	PDF	.SHP	MXD	.XLS	Comment
1	X	Arlington Heights	X (E-mail)					22 Destinations
2	X	Barrington		X	X	X		9 Destinations
3	X	Buffalo Grove		PDF (Map)				6 Destinations
4	X	Des Plaines			X			101 Destinations
5		Elk Grove Village						
6	X	Evanston			X		X	20 Destinations
7		Glencoe						
8	X	Glenview		PDF (Map)			X (Coord.)	18 Destinations
9		Hanover Park						
10	X	Hoffman Estates	X		X			83 Destinations
11		Kenilworth						
12		Lincolnwood						
13	X	Morton Grove	X (E-mail)					10 Destinations
14	X	Mount Prospect	X (E-mail)					10 Destinations
15	X	Niles		PDF (Map)		X		40 Destinations
16	X	Northbrook	X(E-Mail)	PDF (Map)				22 Destinations
17	X	Northfield	Link to Map					
18	X	Palatine					X (Coord.)	7 Destinations
19		Park Ridge						
20		Prospect Heights						
21	X	Rolling Meadows	X (E-mail)					2 Destinations
22	X	Schaumburg	X (E-mail w/ Coord.)					12 Destinations
23	X	Skokie		PDF (Map)				13 Destinations
24	X	Wheeling			X			30 Destinations
25		Wilmette						
26		Winnetka						
27	X	Bartlett		PDF (Map)				4 Destinations
28	X	Streamwood	X (E-mail)					2 Destinations

Standard:

Bicycle Warning and combined Bicycle/Pedestrian signs, when used at the location of the crossing, shall be supplemented with a diagonal downward pointing arrow (W16-7P) plaque (see Figure 9B-3) to show the location of the crossing.

Option:

A fluorescent yellow-green background color with a black legend and border may be used for Bicycle Warning and combined Bicycle/Pedestrian signs and supplemental plaques.

Guidance:

When the fluorescent yellow-green background color is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green backgrounds within a zone or area should be avoided.

Section 9B.19 Other Bicycle Warning Signs**Option:**

Other bicycle warning signs (see Figure 9B-3) such as PATH NARROWS (W5-4a) and Hill (W7-5) may be installed on shared-use paths to warn bicyclists of conditions not readily apparent.

In situations where there is a need to warn motorists to watch for bicyclists traveling along the highway, the SHARE THE ROAD (W16-1P) plaque (see Figure 9B-3) may be used in conjunction with the W11-1 sign.

Guidance:

If used, other advance bicycle warning signs should be installed at least 50 feet in advance of the beginning of the condition.

Where temporary traffic control zones are present on bikeways, appropriate signs from Part 6 should be used.

Option:

Other warning signs described in Chapter 2C may be installed on bicycle facilities as appropriate.

Section 9B.20 Bicycle Guide Signs (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c, D11-1, D11-1c)**Option:**

Bike Route Guide (D11-1) signs (see Figure 9B-4) may be provided along designated bicycle routes to inform bicyclists of bicycle route direction changes and to confirm route direction, distance, and destination.

If used, Bike Route Guide signs may be repeated at regular intervals so that bicyclists entering from side streets will have an opportunity to know that they are on a bicycle route. Similar guide signing may be used for shared roadways with intermediate signs placed for bicyclist guidance.

Alternative Bike Route Guide (D11-1c) signs may be used to provide information on route direction, destination, and/or route name in place of the "BIKE ROUTE" wording on the D11-1 sign (see Figures 9B-4 and 9B-6).

Destination (D1-1, D1-1a) signs, Street Name (D3) signs, or Bicycle Destination (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c) signs (see Figure 9B-4) may be installed to provide direction, destination, and distance information as needed for bicycle travel. If several destinations are to be shown at a single location, they may be placed on a single sign with an arrow (and the distance, if desired) for each name. If more than one destination lies in the same direction, a single arrow may be used for the destinations.

Guidance:

Adequate separation should be made between any destination or group of destinations in one direction and those in other directions by suitable design of the arrow, spacing of lines of legend, heavy lines entirely across the sign, or separate signs.

Standard:

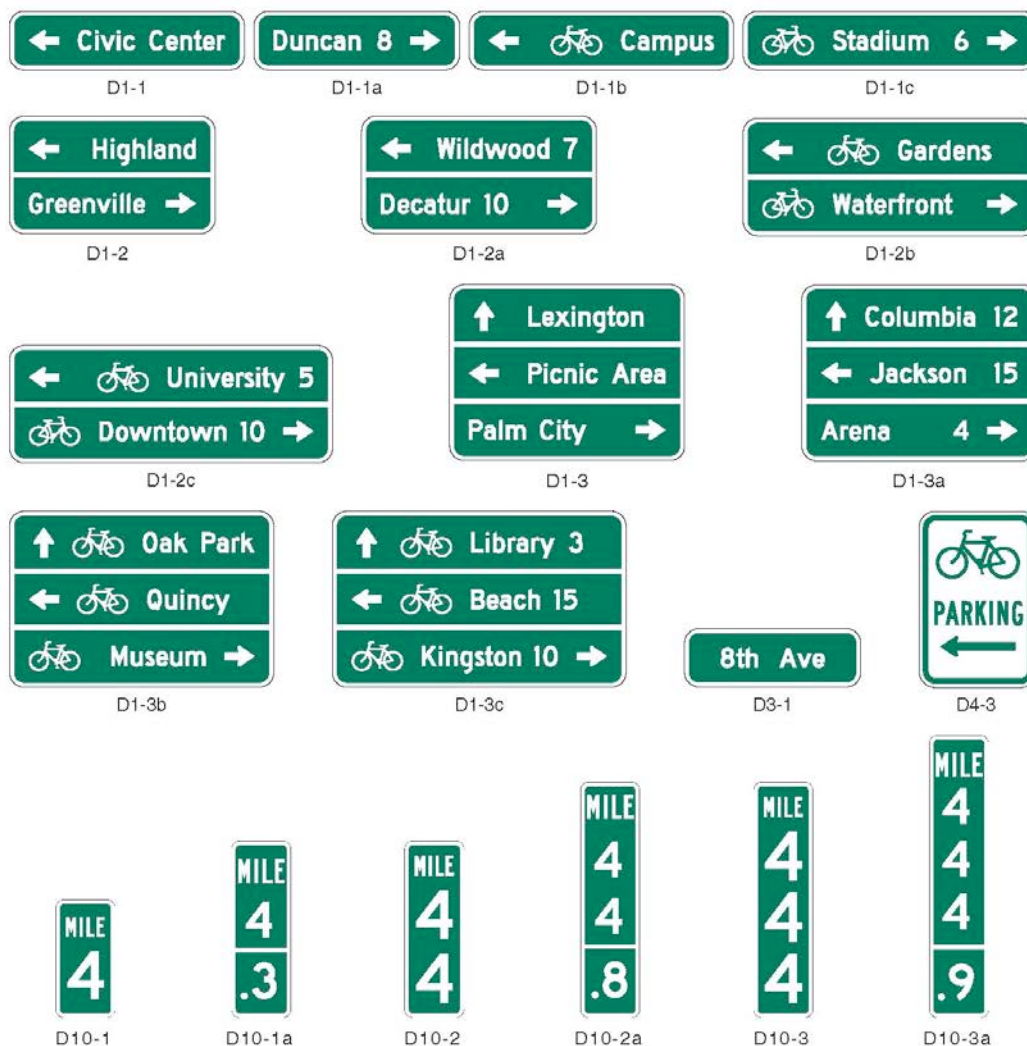
An arrow pointing to the right, if used, shall be at the extreme right-hand side of the sign. An arrow pointing left or up, if used, shall be at the extreme left-hand side of the sign. The distance numerals, if used, shall be placed to the right of the destination names.

On Bicycle Destination signs, a bicycle symbol shall be placed next to each destination or group of destinations. If an arrow is at the extreme left, the bicycle symbol shall be placed to the right of the respective arrow.

Guidance:

Unless a sloping arrow will convey a clearer indication of the direction to be followed, the directional arrows should be horizontal or vertical.

Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities (Sheet 1 of 2)



09 The bicycle symbol should be to the left of the destination legend.

10 If several individual name signs are assembled into a group, all signs in the assembly should have the same horizontal width.

11 Because of their smaller size, Bicycle Destination signs should not be used as a substitute for vehicular destination signs when the message is also intended to be seen by motorists.

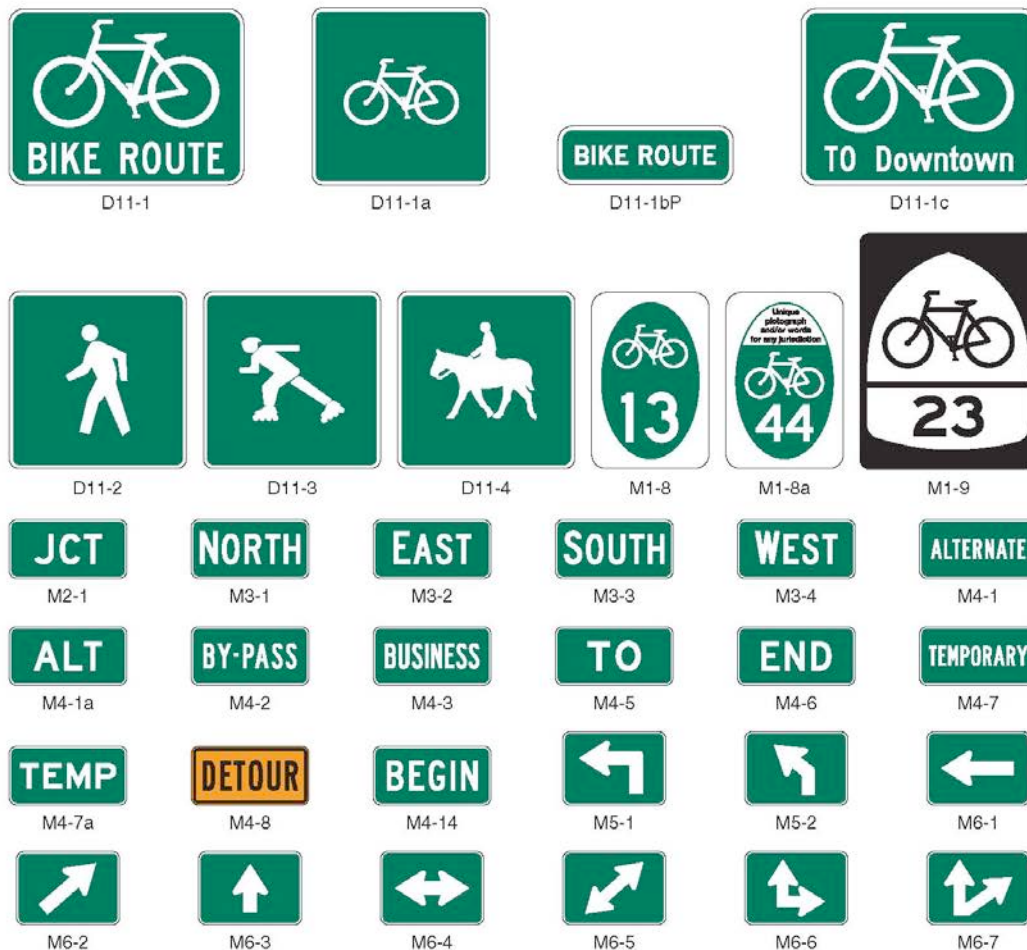
Support:

12 Figure 9B-5 shows an example of the signing for the beginning and end of a designated bicycle route on a shared-use path. Figure 9B-6 shows an example of signing for an on-roadway bicycle route. Figure 9B-7 shows examples of signing and markings for a shared-use path crossing.

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Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities (Sheet 2 of 2)

**Section 9B.21 Bicycle Route Signs (M1-8, M1-8a, M1-9)****Option:**

- 01 To establish a unique identification (route designation) for a State or local bicycle route, the Bicycle Route (M1-8, M1-8a) sign (see Figure 9B-4) may be used.

Standard:

- 02 The Bicycle Route (M1-8) sign shall contain a route designation and shall have a green background with a retroreflectorized white legend and border. The Bicycle Route (M1-8a) sign shall contain the same information as the M1-8 sign and in addition shall include a pictograph or words that are associated with the route or with the agency that has jurisdiction over the route.

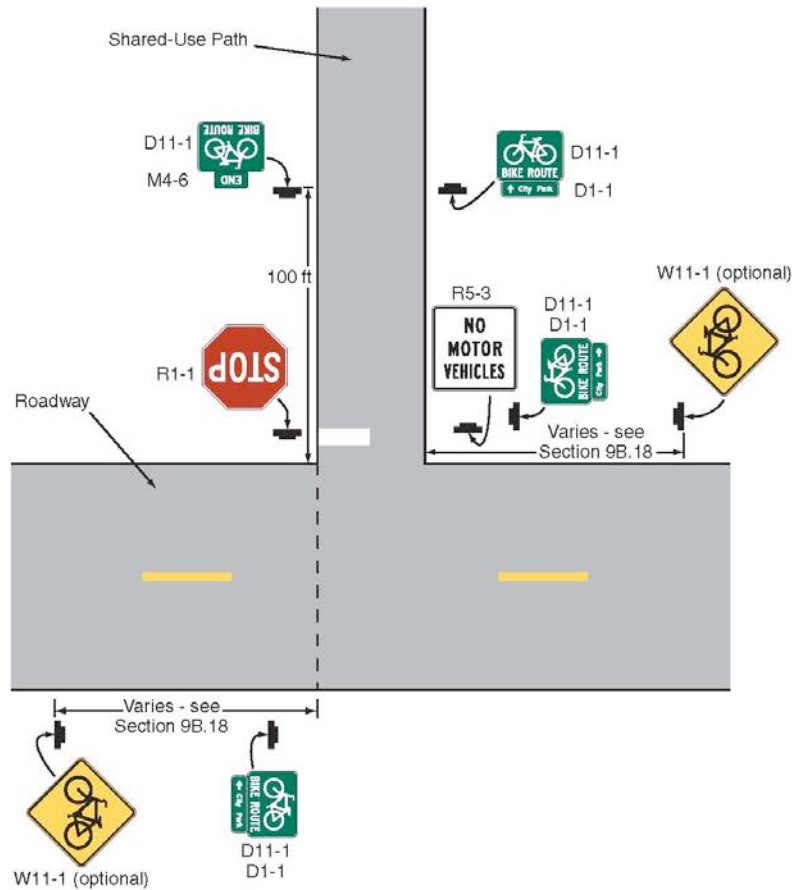
Guidance:

- 03 Bicycle routes, which might be a combination of various types of bikeways, should establish a continuous routing.

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Figure 9B-5. Example of Signing for the Beginning and End of a Designated Bicycle Route on a Shared-Use Path



04 Where a designated bicycle route extends through two or more States, a coordinated submittal by the affected States for an assignment of a U.S. Bicycle Route number designation should be sent to the American Association of State Highway and Transportation Officials (see Page i for the address).

Standard:

05 The U.S. Bicycle Route (M1-9) sign (see Figure 9B-4) shall contain the route designation as assigned by AASHTO and shall have a black legend and border with a retroreflectorized white background.

Guidance:

06 If used, the Bicycle Route or U.S. Bicycle Route signs should be placed at intervals frequent enough to keep bicyclists informed of changes in route direction and to remind motorists of the presence of bicyclists.

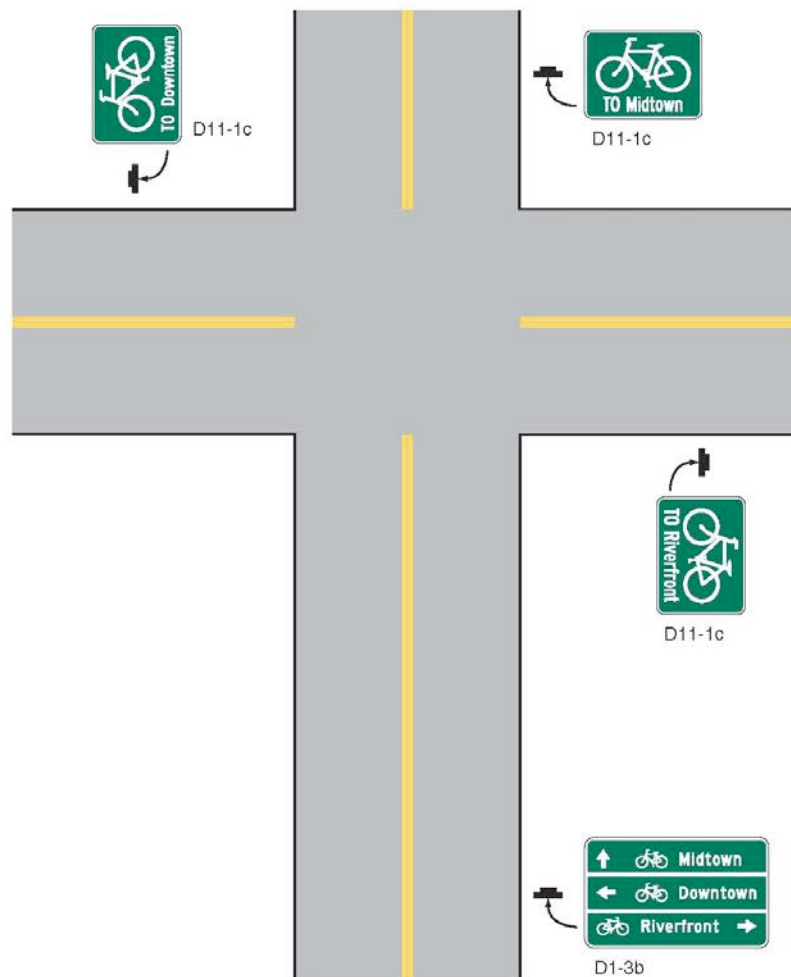
Option:

07 Bicycle Route or U.S. Bicycle Route signs may be installed on shared roadways or on shared-use paths to provide guidance for bicyclists.

08 The Bicycle Route Guide (D11-1) sign (see Figure 9B-4) may be installed where no unique designation of routes is desired.

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Figure 9B-6. Example of Bicycle Guide Signing**Section 9B.22 Bicycle Route Sign Auxiliary Plaques****Option:**

- 01 Auxiliary plaques may be used in conjunction with Bike Route Guide signs, Bicycle Route signs, or U.S. Bicycle Route signs as needed.

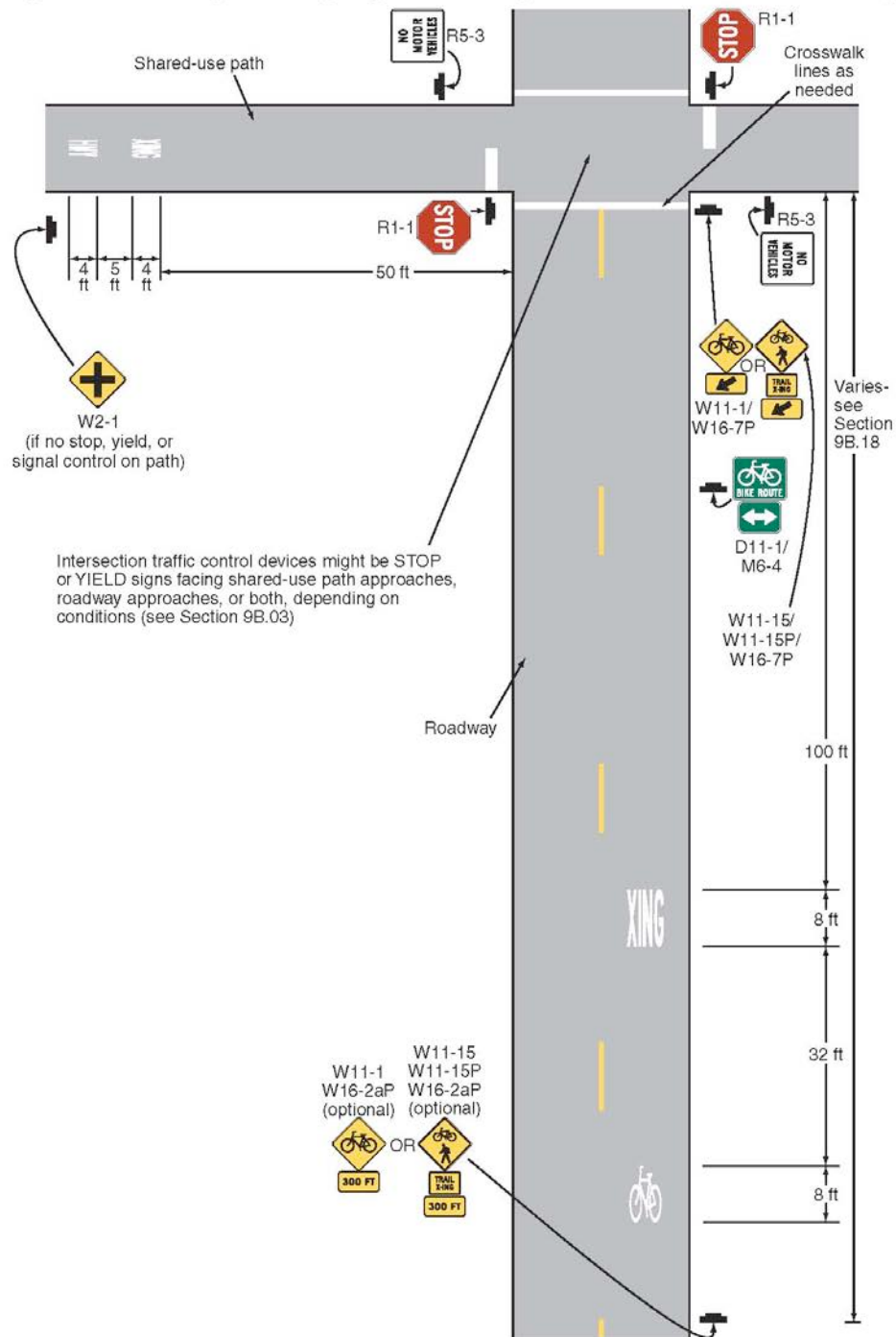
Guidance:

- 02 If used, Junction (M2-1), Cardinal Direction (M3 series), and Alternative Route (M4 series) auxiliary plaques (see Figure 9B-4) should be mounted above the appropriate Bike Route Guide signs, Bicycle Route signs, or U.S. Bicycle Route signs.
- 03 If used, Advance Turn Arrow (M5 series) and Directional Arrow (M6 series) auxiliary plaques (see Figure 9B-4) should be mounted below the appropriate Bike Route Guide sign, Bicycle Route sign, or U.S. Bicycle Route sign.
- 04 Except for the M4-8 plaque, all route sign auxiliary plaques should match the color combination of the route sign that they supplement.

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Figure 9B-7. Examples of Signing and Markings for a Shared-Use Path Crossing



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- 05 *Route sign auxiliary plaques carrying word legends that are used on bicycle routes should have a minimum size of 12 x 6 inches. Route sign auxiliary plaques carrying arrow symbols that are used on bicycle routes should have a minimum size of 12 x 9 inches.*

Option:

- 06 With route signs of larger sizes, auxiliary plaques may be suitably enlarged, but not such that they exceed the width of the route sign.
- 07 A route sign and any auxiliary plaques used with it may be combined on a single sign.
- 08 Destination (D1-1b and D1-1c) signs (see Figure 9B-4) may be mounted below Bike Route Guide signs, Bicycle Route signs, or U.S. Bicycle Route signs to furnish additional information, such as directional changes in the route, or intermittent distance and destination information.

Section 9B.23 Bicycle Parking Area Sign (D4-3)

Option:

- 01 *The Bicycle Parking Area (D4-3) sign (see Figure 9B-4) may be installed where it is desirable to show the direction to a designated bicycle parking area. The arrow may be reversed as appropriate.*

Standard:

- 02 The legend and border of the Bicycle Parking Area sign shall be green on a retroreflectorized white background.

Section 9B.24 Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Location Signs (D10-1a through D10-3a)

Support:

- 01 There are two types of reference location signs:
- A. Reference Location (D10-1, 2, and 3) signs show an integer distance point along a shared-use path; and
 - B. Intermediate Reference Location (D10-1a, 2a, and 3a) signs also show a decimal between integer distance points along a shared-use path.

Option:

- 02 Reference Location (D10-1 to D10-3) signs (see Figure 9B-4) may be installed along any section of a shared-use path to assist users in estimating their progress, to provide a means for identifying the location of emergency incidents and crashes, and to aid in maintenance and servicing.

- 03 To augment the reference location sign system, Intermediate Reference Location (D10-1a to D10-3a) signs (see Figure 9B-4), which show the tenth of a mile with a decimal point, may be installed at one tenth of a mile intervals, or at some other regular spacing.

Standard:

- 04 If Intermediate Reference Location (D10-1a to D10-3a) signs are used to augment the reference location sign system, the reference location sign at the integer mile point shall display a decimal point and a zero numeral.
- 05 If placed on shared-use paths, reference location signs shall contain 4.5-inch white numerals on a green background that is at least 6 inches wide with a white border. The signs shall contain the word MILE in 2.25-inch white letters.
- 06 Reference location signs shall have a minimum mounting height of 2 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the shared-use path, and shall not be governed by the mounting height requirements prescribed in Section 9B.01.

Option:

- 07 Reference location signs may be installed on one side of the shared-use path only and may be installed back-to-back.
- 08 If a reference location sign cannot be installed in the correct location, it may be moved in either direction as much as 50 feet.

Guidance:

- 09 *If a reference location sign cannot be placed within 50 feet of the correct location, it should be omitted.*
- 10 *Zero distance should begin at the south and west terminus points of shared-use paths.*

Support:

- 11 Section 2H.05 contains additional information regarding reference location signs.

Section 9B.25 Mode-Specific Guide Signs for Shared-Use Paths (D11-1a, D11-2, D11-3, D11-4)**Option:**

- 01 Where separate pathways are provided for different types of users, Mode-Specific Guide (D11-1a, D11-2, D11-3, D11-4) signs (see Figure 9B-4) may be used to guide different types of users to the traveled way that is intended for their respective modes.
- 02 Mode-Specific Guide signs may be installed at the entrance to shared-use paths where the signed mode(s) are permitted or encouraged, and periodically along these facilities as needed.
- 03 The Bicycles Permitted (D11-1a) sign, when combined with the BIKE ROUTE supplemental plaque (D11-1bP), may be substituted for the D11-1 Bicycle Route Guide sign on paths and shared roadways.
- 04 When some, but not all, non-motorized user types are encouraged or permitted on a shared-use path, Mode-Specific Guide signs may be placed in combination with each other, and in combination with signs (see Section 9B.09) that prohibit travel by particular modes.

Support:

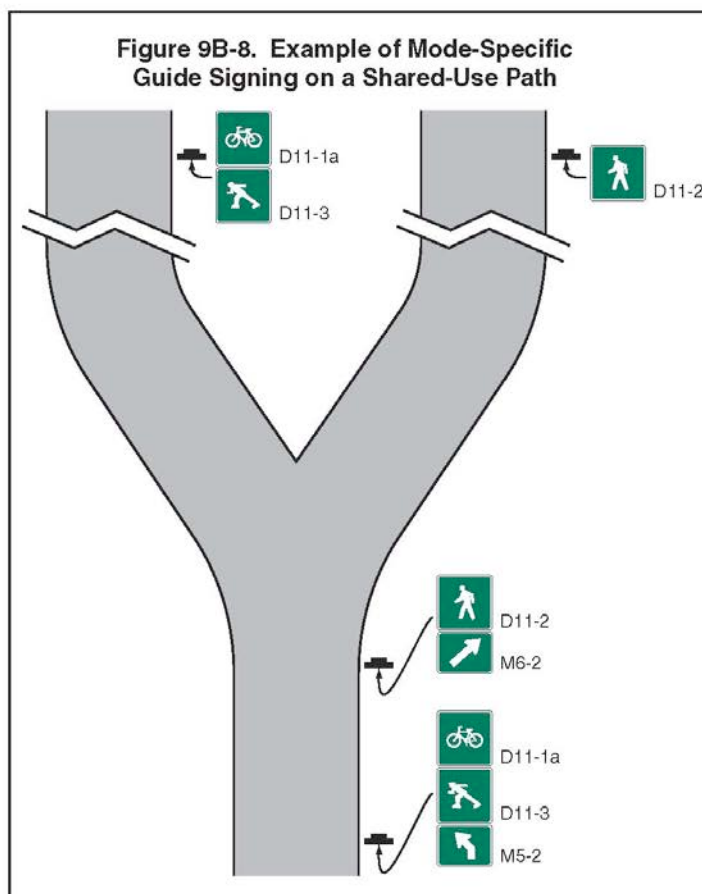
- 05 Figure 9B-8 shows an example of signing where separate pathways are provided for different non-motorized user types.

Section 9B.26 Object Markers**Option:**

- 01 Fixed objects adjacent to shared-use paths may be marked with Type 1, Type 2, or Type 3 object markers (see Figure 9B-3) such as those described in Section 2C.63. If the object marker is not intended to also be seen by motorists, a smaller version of the Type 3 object marker may be used (see Table 9B-1).

Standard:

- 02 Obstructions in the traveled way of a shared-use path shall be marked with retroreflectorized material or appropriate object markers.
- 03 All object markers shall be retroreflective.
- 04 On Type 3 object markers, the alternating black and retroreflective yellow stripes shall be sloped down at an angle of 45 degrees toward the side on which traffic is to pass the obstruction.

Figure 9B-8. Example of Mode-Specific Guide Signage on a Shared-Use Path

COUNTY NWMC 2010 DESTINATION SIGN PLAN

Exhibit 2
Cook County Destination Information
NWMC Signage Plan

Destination	Municipality	Classification	Ranking	revised ranking	Corridor	Comment
Arlington Heights	Arlington Heights	Neighboring Cities	primary	primary		
Arlington Heights Metra Station	Arlington Heights	Transit Station	primary	primary		
Arlington Park Metra Station	Arlington Heights	Transit Station	primary	primary		
Arlington Park Racetrack	Arlington Heights	Stadium	secondary	secondary	Northwest	
Annex of Arlington	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Arlington Dwyer Plaza	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Arlington Heights Downtown	Arlington Heights	Downtowns	primary	secondary		Do all these warrant "major" designation?
Arlington Heights Promenade	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Arlington Market	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Arlington Plaza	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Arlington Town Square	Arlington Heights	Downtowns	primary	secondary	Northwest Hwy	Should list all downtowns (or at least those on bike corridor)
Downtown Arlington Heights	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Esplanade	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Gargo Center	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Grenoble Center	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
International Plaza	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Lake Arlington	Arlington Heights	Park	secondary	secondary		
Metropolis Performing Arts Center	Arlington Heights	Major Tourist/Entertainment	secondary	secondary		Do all these warrant "major" designation?
Northpoint	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Northwest Community Hospital	Arlington Heights	Major Employment Center	secondary	secondary		Do all these warrant "major" designation?
Plaza del Grato	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Ridge Plaza	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Southpoint	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Surrey Ridge	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Terravera Plaza	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Town & Country	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Waukegan Shopping Center	Arlington Heights	Major Commercial District/Mall	p or s?	secondary		Do all these warrant "major" designation?
Waukegan Lake Forest Preserve	Barrington	Park	secondary	secondary	Northwest Hwy	
Barrington	Barrington	Neighboring Cities	primary	primary		
Barrington Downtown	Barrington	Downtowns	secondary	secondary	Northwest	Should list all downtowns (or at least those on bike corridor)
Barrington High School	Barrington	High School	secondary	tertiary	Northwest	
Barrington Lake House Mall	Barrington	Major Commercial District/Mall	secondary	secondary	Northwest	
Barrington Metra	Barrington	Transit Station	primary	primary	Northwest	
Barrington Police Department	Barrington	City/Community	secondary	tertiary	Northwest	
Barrington Village Hall	Barrington	City/Community	secondary	tertiary	Northwest	
Chileno Park	Barrington	Park	secondary	secondary	Northwest	
Cuba Marsh Forest Preserve	Barrington	Major Park/Forest Preserve	primary	primary	Northwest Hwy	
Langerford Park	Barrington	Park	secondary	secondary	Northwest	
Ron Beese Park	Barrington	Park	secondary	secondary	Northwest	
Barbara Rose Elementary School	Barrington		delete?	delete?		Probably Delete
Prarie Campus Junior High School	Barrington		delete?	delete?		Probably Delete
Station Campus Junior High School	Barrington		delete?	delete?		Probably Delete
Crabtree Forest Preserve	Barrington Hills	Major Park/Forest Preserve	primary	primary	Dundee	
Spring Lake Preserve	Barrington Hills	Major Park/Forest Preserve	primary	primary	Dundee	
Barlett Hills Golf Club	Barlett	Major Tourist/Entertainment	tertiary	secondary		Unsure about golf courses - park? Entertainment?
Barlett	Barlett	Neighboring Cities	primary	primary		
Barlett Downtown	Barlett	Downtowns	primary	secondary		Should list all downtowns (or at least those on bike corridor)
Barlett Metra Station	Barlett	Transit Station	primary	primary		
Hawk Hollow Forest Preserve	Barlett	Major Park/Forest Preserve	primary	primary	Eight O'Hare	
James Phillip Saxe Park	Barlett	Major Park/Forest Preserve	primary	primary		
Mallard Lake Forest Preserve	Barlett	Major Park/Forest Preserve	primary	primary	Eight O'Hare	
Pratt's Wayne Woods	Barlett	Major Park/Forest Preserve	primary	primary	No CC Corridor	
Villa Olivia Country Club	Barlett	Major Tourist/Entertainment	tertiary	secondary		Unsure about golf courses - park? Entertainment?
Bensenville Metra Station	Bensenville	Transit Station	primary	primary		
Bison Park	Buffalo Grove	Park	secondary	secondary	Dundee	
Buffalo Grove	Buffalo Grove	Neighboring Cities	primary	primary		
Buffalo Grove Downtown	Buffalo Grove	Downtowns	primary	secondary		
Buffalo Grove High School	Buffalo Grove	Park	secondary	secondary	Dundee	

Exhibit 2
Cook County Destination Information
NWMC Signage Plan

Path to Buffalo Creek Forest Preserve	Buffalo Grove	Major Park/Forest Preserve	primary	primary	Dundee	
Plaza at Buffalo Grove Road (Dundee Point)	Buffalo Grove	Major Commercial District/Mall	primary	secondary	Dundee	
Hyerson Woods	Buffalo Grove	Major Park/Forest Preserve	primary	primary	Deerfield, Des Plaines River	
Windsor Ridge Park	Buffalo Grove	Park	secondary	secondary	Dundee	Probably Delete
Winged Victory Church	Buffalo Grove			delete?		
Cumberland CTA Station	Chicago	Transit Stations	primary	primary		
Loyola University Chicago	Chicago	University/College	secondary	secondary	Lakefront	
Northwestern Illinois University	Chicago	University/College	secondary	secondary	Stock Yards	
O'Hare International Airport	Chicago	Airport	secondary	secondary	Higgins	
Roman Puchold Preserve	Chicago	Park	secondary	secondary	N. Branch Trail	
Rosemont CTA Station	Chicago	Transit Stations	primary	primary		
Wilbur Wright College	Chicago	University/College	secondary	secondary	Higgins Alt. 2	
Busse Woods Forest Preserve	Cook County	Major Park/Forest Preserve	primary	primary	Howard Shiley	
Busse Woods Forest Preserve	Cook County	Major Park/Forest Preserve	primary	primary	Dundee & Northwest	
Deer Park	Deer Park	Neighborhoods	primary	primary		
Deer Park Downtown?????	Deer Park	Downtowns	secondary	secondary		
Jeri Jensen Preserve	Deer Park / Cook County	Major Park/Forest Preserve	primary	primary	Fairfield Quinich, Deerfield, Dundee	
Deer Park Town Center	Deer Park	Major Commercial District/Mall	primary	secondary	Fairfield Quinich	
Arndt Park	Des Plaines	Park	secondary	secondary		
Big Bend Lake Woods	Des Plaines	Park	secondary	secondary		
Chippewa Park	Des Plaines	Park	secondary	secondary		
Cumberland Metra Station	Des Plaines	Transit Station	primary	primary		
Des Road Metra Station	Des Plaines	Transit Station	primary	primary		Need to include all Metra and CTA stations (or at least those along blue corridor)
Des Plaines	Des Plaines	Neighborhoods	primary	primary		
Des Plaines Downtown	Des Plaines	Downtowns	secondary	secondary		
Des Plaines Downtown Metra Station	Des Plaines	Transit Station	primary	primary		
High Ridge Knolls Park	Des Plaines	Park	secondary	secondary		Need to include all Metra and CTA stations (or at least those along blue corridor)
Lake Park	Des Plaines	Park	secondary	secondary		
Library	Des Plaines	Civic/Community	secondary	tertiary		
Maier West High School	Des Plaines	High School	secondary	tertiary		
Majors Metro Athletic Complex	Des Plaines	Park	secondary	secondary		
Myrtle Water Family Aquatic Center	Des Plaines	Major Tourist/Entertainment	secondary	secondary	Northwest Hwy, Des Plaines	
Oakton Community College	Des Plaines	University/College	primary	secondary	Glennview / Central / Alsopquin	
Post Office	Des Plaines	Civic/Community	secondary	tertiary		
Pratt's Lower Park	Des Plaines	Park	secondary	secondary		
Rivers Casino	Des Plaines	Major Tourist/Entertainment	secondary	secondary	Higgins Alt2, Des Plaines River Trail	
Rosemary's Angels Friendship Park	Des Plaines	Park	secondary	secondary		
West Park	Des Plaines	Park	secondary	tertiary		
YMCA	Des Plaines	Civic/Community	secondary	tertiary		
Elgin High School	Elgin	High School	secondary	secondary		Probably Delete
Larson Junior High School	Elgin	High School	secondary	secondary		New category - employment center?
Elk Grove Business Park	Elk Grove Village	Major Employment Center	primary	secondary	Elgin O'Hare	
Elk Grove Village	Elk Grove Village	Neighborhoods	primary	primary		
Elk Grove Village Downtown	Elk Grove Village	Downtowns	primary	secondary		
Central CTA Station	Evanston	Transit Stations	primary	primary		
Central Metra Station	Evanston	Transit Station	primary	primary		
Chandler-Newberger Center	Evanston	Civic/Community	secondary	tertiary		
Clark Street Beach	Evanston	Park	secondary	secondary		
Davis CTA Station	Evanston	Transit Stations	primary	primary		
Dempster CTA Station	Evanston	Transit Stations	tertiary	secondary		
Dempster Street Beach Office	Evanston	Park	secondary	secondary		
Ecology Center	Evanston	Park	secondary	secondary		
Evanston	Evanston	Neighborhoods	primary	primary		Should list all downtowns (or at least those on bike corridor)
Evanston Downtown	Evanston	Downtowns	primary	secondary		
Evanston Hospital	Evanston	Major Employment Center	secondary	secondary		
Evanston Metra Station	Evanston	Transit Station	primary	primary		
Evanston Public Library	Evanston	Civic/Community	secondary	tertiary		
Evanston Township High School	Evanston	High School	secondary	tertiary		
Fleetwood Tourist Center	Evanston	Civic/Community	secondary	tertiary		

Exhibit 2
Cook County Destination Information
NWMC Signage Plan

Parker CTA Station	Evaston	Transit Stations	primary	
Fountain Square	Evaston	Major Commercial District/Mall	secondary	
Grasse Park Light-house	Evaston	Major Tourist/Entertainment	secondary	
House of CTA Station	Evaston	Transit Stations	primary	
James Park	Evaston	Park	secondary	
Laird Arboretum	Evaston	Civic/Community	secondary	
Livy Center	Evaston	Transit Stations	primary	
Union CTA Station	Evaston	Civic/Community	secondary	
Lorraine H. Morton Civic Center	Evaston	Park	secondary	
Levee Park	Evaston	Transit Stations	primary	
Khan CTA Station	Evaston	Major Tourist/Entertainment	secondary	
Mitchell Museum of the American Indian	Evaston	University/College	primary	
Northwestern University	Evaston	Transit Stations	primary	
Noyes CTA Station	Evaston	Major Tourist/Entertainment	secondary	
Noyes Cultural Arts Center	Evaston	Civic/Community	secondary	
Robert Crown Center	Evaston	Park	secondary	
Robert Crown Park	Evaston	Stadium	secondary	
Ryan Field	Evaston	Major Employment Center	secondary	
Saint Francis Hospital	Evaston	Transit Stations	primary	
South Boulevard CTA Station	Evaston	Transit Stations	primary	
Washington St Metra Station	Glencoe	Major Park/Forest Preserve	primary	
Chicago Botanic Garden	Glencoe	Neighboring Cities	primary	
Glencoe Downtown ???	Glencoe	Downtowns	primary	
Glencoe Metra Station	Glencoe	Transit Station	primary	
William N. Erickson Preserves	Glencoe	Park	secondary	
Community Park West	Glencoe	Park	secondary	
Downtown Metra Station	Glencoe	Transit Station	primary	
Pick Park and Pool	Glencoe	Park	secondary	
Gallery Park	Glencoe	Park	secondary	
Glenbrook Hospital	Glencoe	High School	secondary	
Glenbrook South HS	Glencoe	High School	secondary	
Glencoe Downtown	Glencoe	Downtowns	primary	
Glencoe National Golf Course	Glencoe	Major Tourist/Entertainment	secondary	
Glencoe Park Golf Course	Glencoe	Major Tourist/Entertainment	secondary	
North Children's Museum	Glencoe	Major Tourist/Entertainment	secondary	
Library	Glencoe	Civic/Community	secondary	
Post Office	Glencoe	Civic/Community	secondary	
Roosevelt Park and Pool	Glencoe	Park	secondary	
The Glen Metra Station	Glencoe	Transit Station	primary	
The Glen Town Center	Glencoe	Major Commercial District/Mall	primary	
The Grove Park	Glencoe	Park	secondary	
Village Hall	Glencoe	Civic/Community	secondary	
George F. Nixon Forest	Golf	Park	secondary	
Golf Metra Station	Golf	Transit Station	primary	
Hanover Park Metra Station	Hanover Park	Transit Station	primary	
Hanover Park Branch Library	Hanover Park	Civic/Community	secondary	
Brasile Metra Station	Highland Park	Transit Station	primary	
Ravinia Park	Highland Park	Major Tourist/Entertainment	secondary	
Children's Advocacy Center	Hoffman Estates	Civic/Community	secondary	
Trifolium Community Center & Ice Arena	Hoffman Estates	Civic/Community	secondary	
Community Resource Center	Hoffman Estates	Civic/Community	secondary	
Conant High School	Hoffman Estates	High School	secondary	
Cabriere Trail Parking	Hoffman Estates	Major Park/Forest Preserve	primary	
Freeman Road Branch Library	Hoffman Estates	Civic/Community	secondary	
Hoffman Estates	Hoffman Estates	Neighboring Cities	primary	
Hoffman Estates Branch Library	Hoffman Estates	Civic/Community	secondary	
Hoffman Estates Downtown	Hoffman Estates	Downtowns	primary	
Hoffman Estates High School	Hoffman Estates	High School	secondary	

Exhibit 2
Cook County Destination Information
NWMC Signage Plan

Hoffman Estates Post Office	Hoffman Estates	Civic/Community	secondary	tertiary		
New Police Station	Hoffman Estates	Civic/Community	secondary	tertiary		
Paul Douglas Forest Preserve	Hoffman Estates	Major Park/Forest Preserve	primary	primary	Glenview / Central / Alsopquin	
Paul Douglas Trail Parking	Hoffman Estates	Major Park/Forest Preserve	secondary	primary		Paul Douglas Forest Preserve
Police Station	Hoffman Estates	Civic/Community	tertiary	primary		Do we want to include police stations - if so, should be uniform
Poplar Creek Trail Parking	Hoffman Estates	Major Park/Forest Preserve	secondary	primary		Poplar Creek Forest Preserve
Prairie Stone Sports and Wellness Center	Hoffman Estates	Civic/Community	secondary	tertiary		
Public Works Bldg	Hoffman Estates	Civic/Community	secondary	tertiary		
Seascope Aquatic Center	Hoffman Estates	Stadium	secondary	secondary	Golf	
St. Alexis Hospital	Hoffman Estates	Park	secondary	secondary		
Village Hall	Hoffman Estates	Major Employment Center	secondary	tertiary		
Village Park	Hoffman Estates	Civic/Community	secondary	tertiary		
Willow Recreation Center	Hoffman Estates	Park	secondary	secondary		
Douglas MacArthur Elementary School	Hoffman Estates	Civic/Community	delete?	delete?		Probably Delete
Dwight D. Eisenhower Junior High School	Hoffman Estates			delete?		Probably Delete
Fairview Elementary School	Hoffman Estates			delete?		Probably Delete
Helen Keller Junior High School	Hoffman Estates			delete?		Probably Delete
Jefferson Elementary School	Hoffman Estates			delete?		Probably Delete
John Muir Elementary School	Hoffman Estates			delete?		Probably Delete
Lakeview Elementary School	Hoffman Estates			delete?		Probably Delete
Lincoln Elementary School	Hoffman Estates			delete?		Probably Delete
Lincoln Prairie Elementary School	Hoffman Estates			delete?		Probably Delete
Neil Armstrong Elementary School	Hoffman Estates			delete?		Probably Delete
Poplar Creek Trail Parking	Hoffman Estates			delete?		Probably Delete
St. Hubert Elementary School	Hoffman Estates			delete?		Probably Delete
Timber Trails Elementary School	Hoffman Estates			delete?		Probably Delete
Whiteley Elementary School	Hoffman Estates			delete?		Probably Delete
Winston Churchill Elementary School	Hoffman Estates			delete?		Probably Delete
Adi	Hoffman Estates			delete?		Probably Delete
Dominicks	Hoffman Estates			delete?		Probably Delete
Dominicks	Hoffman Estates			delete?		Probably Delete
Dominicks	Hoffman Estates			delete?		Probably Delete
Revel	Hoffman Estates			delete?		Probably Delete
Shoe and Save	Hoffman Estates			delete?		Probably Delete
Wall Produce	Hoffman Estates			delete?		Probably Delete
Harza Meats Station	Itasca	Transit Station	primary	primary		
Kenneth Meets Station	Kenneth	Transit Station	primary	primary		
Pizza Del Lago	Kenneth	Major Commercial District/Mall	primary	secondary	Lakefront	
Unclewood Town Center	Unclewood	Major Commercial District/Mall	primary	secondary	Howard Shiley	
Hilltop Elementary School	McHenry		delete?	delete?		Probably Delete
Frank Babry Lake Forest	Morton Grove	Park	secondary	secondary	N. Branch Trail Howard - Sibley Jct	Should these just be the North Branch Trail instead of smaller Forest Preserve?
Freedom Woods Equestrian Center	Morton Grove	Park	secondary	secondary		
Harrier Park	Morton Grove	Park	secondary	secondary		
Morton Grove	Morton Grove	Neighboring Cities	primary	primary		
Morton Grove Downtown	Morton Grove	Downtown	primary	secondary		
Morton Grove Meets Station	Morton Grove	Transit Station	primary	primary		
Morton Grove Park District Fitness Center	Morton Grove	Civic/Community	secondary	tertiary		
Mullin Community Center	Morton Grove	Civic/Community	secondary	tertiary		
Niles West High School	Morton Grove	High School	secondary	tertiary		
North Branch Trail	Morton Grove	Shared Use Path/NWMC Bicycle Corridors	primary	primary		Need to include all NWMC Bike Corridors
Golf Middle School	Morton Grove		delete?	delete?		Probably Delete
Hines Elementary School	Morton Grove		delete?	delete?		Probably Delete
Park View School	Morton Grove		delete?	delete?		Probably Delete
Majewski Park	Mount Prospect	Park	secondary	secondary		
Meigs Park	Mount Prospect	Park	secondary	secondary		
Mount Prospect Public Library	Mount Prospect	Civic/Community	secondary	tertiary		
Mount Prospect	Mount Prospect	Neighboring Cities	primary	primary		Should list all North/Northwest Cook Municipalities

Exhibit 2
Cook County Destination Information
NWMC Signage Plan

Mount Prospect Downtown	Mount Prospect	Downtown	primary	secondary	Should list all downtown (or at least those on bike corridor)
Mount Prospect Golf Course	Mount Prospect	Major Tourist/Entertainment	tertiary	secondary	Unsure about golf courses - park? Entertainment?
Mount Prospect Metro Station	Mount Prospect	Transit Station	primary	primary	Need to include all Metra and CTA stations (or at least those along bike corridor)
Northwest Community Hospital	Mount Prospect	Major Employment Center	secondary	secondary	
Northwest Business Park	MT Prospect	Major Employment Center	primary	secondary	New category - employment center?
Northwest Shopping Center	MT Prospect	Major Commercial District/Mall	secondary	secondary	
Chetler Field Park	Niles	Park	secondary	secondary	
Clayton F. Smith Preserves	Niles	Park	secondary	secondary	
Courtland Park	Niles	Park	secondary	secondary	
Golf Mill Park	Niles	Park	secondary	secondary	
Golf Mill Shopping Center	Niles	Major Commercial District/Mall	primary	secondary	Golf
Golf View Recreation Center	Niles	Civic/Community	secondary	tertiary	
Greenwood Park	Niles	Park	secondary	secondary	
Greenwood Heights Park	Niles	Park	secondary	secondary	
Howard Leisure Center	Niles	Civic/Community	secondary	tertiary	
Island State	Niles	Civic/Community	secondary	secondary	
Jenquill Terrace Park	Niles	Park	secondary	secondary	
Kirk Lane Park	Niles	Park	secondary	secondary	
N.J.C.O. Park	Niles	Park	secondary	secondary	
Niles	Niles	Neighboring Cities	secondary	primary	
Niles Chamber of Commerce	Niles	Civic/Community	secondary	secondary	Should list all downtown (or at least those on bike corridor)
Niles Downtown	Niles	Downtown	primary	secondary	
Niles Fitness Center	Niles	Civic/Community	secondary	tertiary	
Niles Historical Society	Niles	Civic/Community	secondary	tertiary	
Niles Police Department	Niles	Civic/Community	tertiary	tertiary	Do we want to include police stations - if so, should be uniform
Niles Post Office	Niles	Civic/Community	secondary	tertiary	
Niles Public Library	Niles	Civic/Community	secondary	tertiary	
Niles Public Services Department	Niles	Civic/Community	secondary	tertiary	
Niles Senior Center	Niles	Civic/Community	secondary	tertiary	
Niles Teen Center	Niles	Civic/Community	secondary	tertiary	
Niles Village Hall	Niles	Civic/Community	secondary	tertiary	
Oak Park	Niles	Major Commercial District/Mall	secondary	secondary	
Oakton Manor Park	Niles	Park	secondary	secondary	
Oasis Fun Center	Niles	Civic/Community	secondary	secondary	
Pioneer Park	Niles	Park	secondary	secondary	
Point Park	Niles	Park	secondary	secondary	
Tam O'Shanter Golf Course	Niles	Major Tourist/Entertainment	secondary	secondary	Unsure about golf courses - park? Entertainment?
Washington Terrace Park	Niles	Civic/Community	tertiary	secondary	
Culver School	Niles	Park	secondary	delete?	Probably Delete
Ernstson Middle School	Niles		delete?	delete?	Probably Delete
Gemin Junior High School	Niles		delete?	delete?	Probably Delete
Jefferson School	Niles		delete?	delete?	Probably Delete
Mark Twain School	Niles		delete?	delete?	Probably Delete
Nelson School	Niles		delete?	delete?	Probably Delete
Drilling Range	Niles		delete?	delete?	Unsure about golf courses - park? Entertainment?
Niles Fire Department	Niles		secondary	secondary	
Anteburger Golf Club	Northbrook	Major Tourist/Entertainment	tertiary	secondary	
Brentwood Park	Northbrook	Park	secondary	secondary	
Chipply Woods	Northbrook	Major Park/Golf Course Preserve	primary	primary	Should list all downtown (or at least those on bike corridor)
Coast Guard Park	Northbrook	Park	secondary	secondary	
Dunbrook Shopping Center	Northbrook	Major Commercial District/Mall	secondary	secondary	
Glenbrook North High School	Northbrook	High School	secondary	tertiary	
Greenfield Park	Northbrook	Park	secondary	secondary	
Meadowhill Park	Northbrook	Park	secondary	secondary	
Northbrook	Northbrook	Neighboring Cities	secondary	primary	
Northbrook Court	Northbrook	Major Commercial District/Mall	primary	secondary	
Northbrook Downtown	Northbrook	Downtown	secondary	secondary	

Exhibit 2
Cook County Destination Information
NWMC Signage Plan

Northbrook Metra Station	Northbrook	Transit Station	primary	primary	
Northbrook Shopping Center	Northbrook	Stadium	secondary	secondary	Dundee Road
Sandwich Court Shopping Center	Northbrook	Major Commercial District/Mall	secondary	secondary	
Somme Woods	Northbrook	Major Park/Jordan Preserve	primary	primary	Stickle Valley, Glenview / Central / Skokie
Somme Woods Forest Preserve	Northbrook	Major Park/Jordan Preserve	primary	primary	
Spartan's Country Club	Northbrook	City/Community	secondary	tertiary	
Stonington Park	Northbrook	Park	secondary	secondary	
Sunset Ridge Woods	Northbrook	Park	secondary	secondary	
Village Green	Northbrook	Park	secondary	secondary	
West Park	Northbrook	Park	secondary	secondary	
Westcott Park	Northbrook	Park	secondary	secondary	
White Plains Shopping Center	Northbrook	Major Commercial District/Mall	secondary	secondary	
Williamsburg Square Park	Northbrook	Park	secondary	secondary	
Willows Festival Shopping Center	Northbrook	Major Commercial District/Mall	primary	secondary	Wilcox Road
Wood Oaks Green Park	Northbrook	Park	secondary	secondary	
Wood Oaks Metra Station	Northbrook?	Transit Station	primary	primary	
William Fremd High School	Palatine	High School	secondary	secondary	
Winthrop Park Recreation Center	Palatine	City/Community	secondary	tertiary	
Community Center	Palatine	City/Community	secondary	tertiary	
Falcon Park Recreation Center	Palatine	City/Community	secondary	tertiary	
George H. Clayton Museum	Palatine	City/Community	secondary	tertiary	
Harper College	Palatine	Major Commercial District/Mall	primary	secondary	Fairfield Quinlan / GCA
Palatine	Palatine	Neighboring Cities	primary	primary	
Palatine Downtown	Palatine	Downtown	secondary	secondary	
Palatine Metra Station	Palatine	Transit Station	primary	primary	
Palatine Village Hall	Palatine	City/Community	secondary	tertiary	
Palatine	Palatine		delete?	delete?	Probably Delete
Walter B. Sandler Junior High School	Park Ridge	Neighboring Cities	primary	primary	
Park Ridge	Park Ridge	Transit Station	primary	primary	
Park Ridge Metra Station	Park Ridge	Neighboring Cities	primary	primary	
Prospect Heights	Prospect Heights	Neighboring Cities	primary	primary	
Prospect Heights Downtown	Prospect Heights	Downtown	secondary	secondary	
Prospect Heights Metra Station	Prospect Heights	Transit Station	primary	primary	
Rolling Meadows	Rolling Meadows	Neighboring Cities	primary	primary	
Rolling Meadows Downtown	Rolling Meadows	Downtown	primary	primary	
Rolling Meadows	Rolling Meadows		delete?	delete?	Probably Delete
Rolling Meadows Junior High School	Rolling Meadows		delete?	delete?	Probably Delete
Rolling Meadows Sports Complex - 3500 Our Drive	Rolling Meadows	Park	secondary	secondary	
Rolling Meadows	Rolling Meadows	City/Community	secondary	secondary	
West Meadows Ice Arena - 3539 Winnetka Drive	Rolling Meadows	Transit Station	primary	primary	
Roselle Metra Station	Roselle	Stadium	secondary	secondary	Higgins
Alstate Arena	Rosmont	Transit Station	primary	primary	
O'Hare Transfer Metra Station	Rosmont	Major Tourist/Entertainment	primary	secondary	new category - tourist/entertainment center?
Rosmont Theater	Rosmont	Major Tourist/Entertainment	primary	secondary	new category - tourist/entertainment center?
Stephens Convention Center	Rosmont	High School	secondary	secondary	
Schaumburg High School	Schaumburg	City/Community	secondary	tertiary	
Schaumburg Post Office	Schaumburg	City/Community	secondary	tertiary	
Schaumburg Township Bldg	Schaumburg	City/Community	secondary	tertiary	
Schaumburg Township Central Library	Schaumburg	City/Community	secondary	tertiary	
Median Field	Schaumburg	Stadium	secondary	secondary	Elgin O'Hare
Atcher Park	Schaumburg	Park	secondary	secondary	
Copley Center	Schaumburg	Major Commercial District/Mall	secondary	secondary	
Grey Farm Park	Schaumburg	Park	secondary	secondary	
Iowa	Schaumburg	Park	secondary	secondary	Golf
Illinois Institute of Art	Schaumburg	University/College	primary	secondary	Golf
Marquette Road Office Corridor	Schaumburg	Major Employment Center	secondary	secondary	
Motorola Campus	Schaumburg	Major Employment Center	secondary	secondary	
Olympic Park	Schaumburg	Park	primary	secondary	
Prairie Center for the Arts	Schaumburg	Major Tourist/Entertainment	primary	secondary	new category - tourist/entertainment center?
Roosevelt University Schaumburg	Schaumburg	University/College	primary	primary	
Schaumburg	Schaumburg	Neighboring Cities	primary	primary	

Exhibit 2
Cook County Destination Information
NWMC Signage Plan

Schaumburg Convention Center	Schaumburg	Major Tourist/Entertainment	secondary	secondary	
Schaumburg Downtown	Schaumburg	Downtowns	primary	secondary	
Schaumburg Metro Station	Schaumburg	Transit Station	primary	primary	
Schaumburg Regional Airport	Schaumburg	Airport	secondary	tertiary	
Schaumburg Sports Center	Schaumburg	Park	secondary	secondary	Golf A&B
Schaumburg Town Square	Schaumburg	Major Commercial District/Mall	primary	secondary	
Spectrum Industrial Park	Schaumburg	Major Employment Center	secondary	secondary	Golf A&B
Spring Valley Nature Sanctuary	Schaumburg	Park	primary	secondary	Higgins A&Z
Streets of Woodfield	Schaumburg	Park	secondary	secondary	
The Water Works	Schaumburg	Major Commercial District/Mall	primary	secondary	Golf
Woodfield Mall	Schaumburg	Major Commercial District/Mall	primary	primary	
Enders Suk Elementary School	Schaumburg		delete?	delete?	Probably Delete
Hoover Elementary School	Schaumburg		delete?	delete?	Probably Delete
Enrich Oaks Nature Center	Schaumburg		secondary	secondary	
Illinois Holocaust Museum	Schaumburg	Park	secondary	secondary	Stoke Valley
Illinois Science and Technology Park	Schaumburg	Major Tourist/Entertainment	tertiary	secondary	
Miles North High School	Schaumburg	Major Employment Center	secondary	tertiary	
Miles West High School	Schaumburg	High School	secondary	secondary	
North Shore Center for Performing Arts	Schaumburg	Major Tourist/Entertainment	secondary	tertiary	Golf, Stoke Valley
Oakton Community College - Stoke	Schaumburg	University/College	primary	secondary	
Oakton Park	Schaumburg	Park	secondary	secondary	
Old Orchard Shopping Center	Schaumburg	Major Commercial District/Mall	primary	secondary	Golf
Second District Court Facility	Schaumburg	Civic/Community	secondary	tertiary	
Stoke CTA Station	Schaumburg	Neighboring Cities	primary	primary	
Stoke Downtown	Schaumburg	Transit Stations	primary	primary	
Stoke Historical Society	Schaumburg	Downtowns	secondary	secondary	
Stoke Hospital	Schaumburg	Civic/Community	secondary	tertiary	
Stoke North Shore Sculpture Park	Schaumburg	Major Employment Center	secondary	secondary	
Stoke Theatre	Schaumburg	Major Park/Forest Preserve	secondary	primary	Also the North Shore Channel Trail
Stoke Village Hall	Schaumburg	Major Tourist/Entertainment	secondary	secondary	
Stoke Water Playground	Schaumburg	Civic/Community	secondary	tertiary	
Walden Crossing	Schaumburg	Park	secondary	secondary	
Blue Springs Ten Nature Preserve	Streamwood	Major Commercial District/Mall	primary	secondary	Howard Shady Living Park
Hodder Grove Farmstead Park	Streamwood	Park	secondary	secondary	
Perryman Trail	Streamwood	Shared Use Path	secondary	primary	
Poplar Creek Forest Preserve	Streamwood	Major Park/Forest Preserve	primary	primary	Golf
Streamwood	Streamwood	Neighboring Cities	primary	primary	Higgins A&Z
Streamwood Downtown	Streamwood	Downtowns	primary	secondary	
Capitol Commerce Center	Wheeling	Neighboring Cities	tertiary	primary	What is this?
Chaddick Marquardt Industrial Area	Wheeling	Major Employment Center	secondary	secondary	
Chey Chase Country Club	Wheeling	Major Tourist/Entertainment	secondary	secondary	Unsure about golf courses - park? Entertainment?
Chicago Executive Airport East Access	Wheeling	Airport	secondary	tertiary	
Chicago Executive Airport West Access	Wheeling	Airport	secondary	tertiary	
Childen's Park	Wheeling	Park	secondary	secondary	
Dam 1 Woods	Wheeling	Park	tertiary	secondary	
Des Plaines River Trail	Wheeling	Shared Use Path/NWMC Bicycle Corridors	tertiary	tertiary	Need to include all NWMC Bike Corridors
Gary Morva Recreation Center	Wheeling	Civic/Community	secondary	tertiary	
Indian Trails Public Library	Wheeling	Civic/Community	secondary	tertiary	
Milwaukee Ave	Wheeling	Downtowns	tertiary	secondary	Should list all downtowns (or at least those on bike corridor)
Northbrook College of Healthshare	Wheeling	University/College	secondary	secondary	
Northgate Business Park	Wheeling	Major Employment Center	primary	secondary	New category - employment center?
Potawatomi Woods	Wheeling	Park	tertiary	secondary	
Prospect Heights Bike Path	Wheeling	Shared Use Path	secondary	primary	
Schmid Crassings	Wheeling	Major Commercial District/Mall	secondary	secondary	
Wal-Mart Sam's Club	Wheeling	Major Commercial District/Mall	secondary	secondary	
Wheeling	Wheeling	Neighboring Cities	primary	primary	
Wheeling Downtown	Wheeling	Downtowns	primary	secondary	

Exhibit 2
Cook County Destination Information
NWMC Signage Plan

Wheeling High School	Wheeling	High School	tertiary		
Wheeling Metra	Wheeling	Transit Station	primary		
Wheeling Municipal Campus	Wheeling	City/Community	tertiary		
Wheeling Road Industrial Area	Wheeling	Major Employment Center	secondary		
Woodward Transit Park	Wheeling	Park	secondary		
Wetzel	Wheeling		delete?		Probably Delete
Saint Temple	Winnetka	Major Tourist/Entertainment	primary		new category - tourist/entertainment center?
Winnetka	Winnetka	Neighboring Cities	secondary		
Winnetka Downtown	Winnetka	Downtowns	secondary		
Winnetka Metra Station	Winnetka	Transit Station	primary		Should list all North/Northwest Cook Municipalities
Winnetka Village	Winnetka	Neighboring Cities	primary		
Hubbard Woods Metra Station	Winnetka	Transit Station	primary		Should list all North/Northwest Cook Municipalities
Indian Hills Metra Station	Winnetka	Transit Station	primary		
Winnetka Metra Station	Winnetka	Transit Station	primary		
Winnetka	Winnetka	Neighboring Cities	primary		
Wood Dale Metra Station	Wood Dale	Transit Station	primary		
Classifications:		Airports	tertiary		
Classifications:		City/Community (new)	tertiary		
Classifications:		Downtowns*	secondary		
Classifications:		High Schools (new)	tertiary		
Classifications:		Major Commercial Districts/Mall*	secondary		
Classifications:		Major Employment Center (new)	secondary		
Classifications:		Major Entertainment/Tourist Attraction (new)	secondary		
Classifications:		Major Parks/Forest Preserves (new)	primary		
Classifications:		Neighboring Cities	primary		
Classifications:		Parks	secondary		
Classifications:		Shared Use Paths/NWMC Bicycle Corridors	primary		
Classifications:		Stadiums	secondary		
Classifications:		Universities/Colleges	secondary		
Classifications:		Universities/Colleges	secondary		
Dundee Road Corridor		Shared Use Paths/NWMC Bicycle Corridors	primary		
Eight Offsets Corridor		Shared Use Paths/NWMC Bicycle Corridors	primary		
Glenview / Central / Alsopquin Corridor		Shared Use Paths/NWMC Bicycle Corridors	primary		
Gill Road Corridor		Shared Use Paths/NWMC Bicycle Corridors	primary		
Higgins Road Corridor		Shared Use Paths/NWMC Bicycle Corridors	primary		
Howard Sully Corridor		Shared Use Paths/NWMC Bicycle Corridors	primary		
Irving Park Road Corridor		Shared Use Paths/NWMC Bicycle Corridors	primary		
Scale Valley Corridor		Shared Use Paths/NWMC Bicycle Corridors	primary		
Willow Road Corridor		Shared Use Paths/NWMC Bicycle Corridors	primary		
Willow Road Corridors		Shared Use Paths/NWMC Bicycle Corridors	primary		

Corridor Statistics

Percentage of Corridor Alignment in Cook County

Miles of Regional Priority Corridors within Cook County				
ID	Corridor	Miles within Cook Ct	Total Miles	% in Cook
8	Deerfield Road	1.33	15.71	8%
0	Des Plaines River	19.53	51.01	38%
21	Dundee Road	23.80	25.80	92%
17	Elgin O'Hare	7.68	14.70	52%
0	Fairfield/Quentin	15.50	23.91	65%
2	GlenviewCentralAlgonquin	27.69	27.69	100%
24	Golf Road	33.40	34.20	98%
33	Higgins	16.67	18.60	90%
30	Howard/Sibley	22.67	22.70	100%
32	Irving Park	18.09	18.90	96%
10	Lakefront	20.05	45.50	44%
0	N. Branch Chicago River	23.55	23.55	100%
4	Northwest Corridor	25.05	38.11	66%
11	Skokie Valley	16.11	32.90	49%
1	Willow Road	15.40	15.40	100%
Total		286.52	408.68	

Percentage of Existing Route/Lane/Path

Miles of Existing Facilities Identified in Each Priority Corridor

Priority Corridor	Total Miles of Corridor	Existing Bike Route*	Existing Bike Lane	Existing Bike Path	Total Miles Existing	% of Corridor
Deerfield Road	15.71	0	0	6.19	6.19	39%
Dundee Road	25.8	0	0	3.1	3.1	12%
Elgin O'Hare	14.7	0	0	0	0	0%
GlenviewCentralAlgonquin	27.69	18.24	1.67	2.76	22.67	82%
Golf Road	34.2	4.77	0.45	13.56	18.78	55%
Higgins	18.6	0	0	6.21	6.21	33%
Howard/Sibley	22.7	6.12	2.69	3.54	12.35	54%
Irving Park	18.9	3.46	0.21	7.96	11.63	62%
Lakefront	45.5	2.97	0	14.18	17.15	38%
Northwest Corridor	38.11	5.51	0	0	5.51	14%
Skokie Valley	32.9	1.42	0	6.57	7.99	24%
Willow Road	15.4	0.77	0	0	0.77	5%
Des Plaines River	51.01	0	0	12.04	12.04	24%
Fairfield/Quentin	23.91	3.47	0	6.79	10.26	43%
N. Branch Chicago River	23.55	0	0	21.15	21.15	90%
Total	408.68	46.73	5.02	104.05	155.8	

Miles of Corridors in Unincorporated Areas

Miles of Regional Priority Corridors within Unincorporated areas of Cook County

OBJECTID	Corridor	Miles	Total Length	% of Corridor
8	Deerfield Road	0.41	15.71	3%
0	Des Plaines River	7.89	51.01	15%
21	Dundee Road	3.12	25.80	12%
17	Elgin O'Hare	2.45	14.70	17%
0	Fairfield/Quentin	1.50	23.91	6%
2	GlenviewCentralAlgonquin	4.66	27.69	17%
24	Golf Road	4.08	34.20	12%
33	Higgins	6.38	18.60	34%
30	Howard/Sibley	2.44	22.70	11%
32	Irving Park	1.83	18.90	10%
10	Lakefront	0.00	45.50	0%
0	N. Branch Chicago River	7.61	23.55	32%
4	Northwest Corridor	0.33	38.11	1%
1	Willow Road	1.63	15.40	11%

Percentage of Forest Preserve District

Corridor	Miles	FPD	% of Total Corridor Miles
Deerfield Road	0.35	Deer Grove	2.2%
Des Plaines River	8.13	Dam North Woods	15.9%
Des Plaines River	6.06	Campground Road	11.9%
Des Plaines River	3.45	Schiller Woods	6.8%
Dundee Road	2.00	Spring Lake Forest	7.7%
Dundee Road	0.92	Dam North Woods	3.6%
Fairfield/Quentin	0.65	Deer Grove	2.7%
GlenviewCentralAlgonquin	2.28	Crabtree Forest	8.2%
GlenviewCentralAlgonquin	1.54	Paul Douglas	5.5%
GlenviewCentralAlgonquin	0.05	Campground Road	0.2%
Golf Road	3.49	Poplar Creek	10.2%
Golf Road	1.11	Busse Woods	3.2%
Golf Road	0.46	Campground Road	1.3%
Higgins	2.25	Poplar Creek	12.1%
Higgins	4.21	Busse Woods	22.7%
Howard/Sibley	1.59	Busse Woods	7.0%
Howard/Sibley	1.47	Campground Road	6.5%
Northwest Corridor	0.17	Deer Grove	0.5%
Northwest Corridor	1.06	Campground Road	2.8%
Willow Road	0.66	Dam North Woods	4.3%
Total	41.91		

Corridor Miles per Municipality Jurisdiction

Miles of Regional Priority Corridors by Jurisdiction

Municipality	Corridor	Miles	FID_CookCt	TYPE
Arlington Heights	Dundee Road	0.80		37 village
Arlington Heights	GlenviewCentralAlgonquin	2.20		37 village
Arlington Heights	Golf Road	1.12		37 village
Arlington Heights	Howard/Sibley	1.34		37 village
Arlington Heights	Northwest Corridor	3.15		37 village
Arlington Heights	Willow Road	2.77		37 village
Barrington	Dundee Road	1.02		35 village
Barrington	Northwest Corridor	2.06		35 village
Barrington Hills	Dundee Road	5.41		2 village
Barrington Hills	GlenviewCentralAlgonquin	0.05		2 village
Buffalo Grove	Dundee Road	1.75		1 village
Chicago	Des Plaines River	3.81		33 city
Chicago	Howard/Sibley	1.11		33 city
Chicago	Lakefront	4.29		33 city
Chicago	N. Branch Chicago River	4.32		33 city
Chicago	Northwest Corridor	5.65		33 city
Chicago	Skokie Valley	4.81		33 city
Deer Park	Fairfield/Quentin	0.00		4 village
Des Plaines	Des Plaines River	2.69		54 city
Des Plaines	Elgin O'Hare	0.61		54 city
Des Plaines	GlenviewCentralAlgonquin	1.93		54 city
Des Plaines	Golf Road	4.55		54 city
Des Plaines	Howard/Sibley	4.47		54 city
Des Plaines	Northwest Corridor	3.14		54 city
East Dundee	Dundee Road	0.00		45 village
East Dundee	Higgins	0.16		45 village
Elgin	Golf Road	0.92		53 city
Elgin	Irving Park	2.37		53 city
Elk Grove Village	Elgin O'Hare	1.85		99 village
Elk Grove Village	Irving Park	2.84		99 village
Evanston	Golf Road	2.08		57 city
Evanston	Howard/Sibley	1.73		57 city
Evanston	Lakefront	8.22		57 city
Glencoe	Lakefront	2.71		6 village
Glencoe	N. Branch Chicago River	1.94		6 village
Glencoe	Skokie Valley	0.15		6 village
Glenview	GlenviewCentralAlgonquin	4.93		46 village
Glenview	N. Branch Chicago River	1.25		46 village
Glenview	Skokie Valley	1.03		46 village
Glenview	Willow Road	1.46		46 village

NWMC Route Signage Bike Plan

Hanover Park	Irving Park	1.47	12	village	7.77%
Hoffman Estates	Fairfield/Quentin	0.01	52	village	0.06%
Hoffman Estates	GlenviewCentralAlgonquin	1.63	44	village	5.87%
Hoffman Estates	Golf Road	7.12	52	village	20.82%
Hoffman Estates	Golf Road	0.18	62	village	0.54%
Hoffman Estates	Higgins	7.15	52	village	38.43%
Inverness	Dundee Road	1.18	40	village	4.57%
Itasca	Elgin O'Hare	0.00	19	village	0.01%
Kenilworth	Lakefront	0.64	50	village	1.41%
Long Grove	Deerfield Road	0.01	10	village	0.03%
Morton Grove	Golf Road	0.10	97	village	0.28%
Morton Grove	Golf Road	3.27	97	village	9.56%
Morton Grove	N. Branch Chicago River	3.27	97	village	13.88%
Mount Prospect	GlenviewCentralAlgonquin	2.23	49	village	8.04%
Mount Prospect	Golf Road	1.65	49	village	4.81%
Mount Prospect	Howard/Sibley	1.79	49	village	7.89%
Mount Prospect	Northwest Corridor	2.10	49	village	5.51%
Niles	Golf Road	0.91	96	village	2.67%
Niles	Golf Road	0.10	96	village	0.28%
Niles	Howard/Sibley	1.93	96	village	8.48%
Niles	N. Branch Chicago River	2.20	96	village	9.33%
Northbrook	Dundee Road	5.17	39	village	20.03%
Northbrook	Skokie Valley	2.38	39	village	7.23%
Northbrook	Willow Road	0.01	8	village	0.05%
Northbrook	Willow Road	2.34	39	village	15.20%
Northfield	N. Branch Chicago River	1.49	43	village	6.32%
Northfield	Skokie Valley	2.41	43	village	7.31%
Northfield	Willow Road	1.80	43	village	11.66%
Palatine	Deerfield Road	0.91	38	village	5.76%
Palatine	Dundee Road	2.71	38	village	10.51%
Palatine	Fairfield/Quentin	7.13	38	village	29.84%
Palatine	Fairfield/Quentin	0.08	38	village	0.32%
Palatine	GlenviewCentralAlgonquin	0.71	38	village	2.58%
Palatine	GlenviewCentralAlgonquin	0.08	38	village	0.28%
Palatine	Northwest Corridor	5.53	38	village	14.50%
Palatine	Willow Road	0.15	38	village	0.98%
Park Ridge	Des Plaines River	2.48	98	city	4.87%
Park Ridge	Golf Road	0.18	98	city	0.52%
Park Ridge	Howard/Sibley	3.22	98	city	14.17%
Park Ridge	Northwest Corridor	3.10	98	city	8.12%
Prospect Heights	Des Plaines River	0.51	42	city	0.99%
Prospect Heights	Willow Road	2.79	42	city	18.13%
River Grove	Des Plaines River	0.44	22	village	0.87%
Rolling Meadows	Fairfield/Quentin	0.11	48	city	0.48%
Rolling Meadows	GlenviewCentralAlgonquin	1.71	48	city	6.17%
Rolling Meadows	GlenviewCentralAlgonquin	0.12	48	city	0.43%
Rolling Meadows	Golf Road	0.87	48	city	2.55%
Rolling Meadows	Howard/Sibley	0.79	48	city	3.48%
Roselle	Elgin O'Hare	1.29	15	village	8.79%
Roselle	Irving Park	0.00	15	village	0.01%

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Schaumburg	Elgin O'Hare	1.48	55	village	10.03%
Schaumburg	Fairfield/Quentin	5.08	55	village	21.23%
Schaumburg	Fairfield/Quentin	1.59	55	village	6.63%
Schaumburg	GlenviewCentralAlgonquin	0.12	55	village	0.43%
Schaumburg	GlenviewCentralAlgonquin	0.51	55	village	1.84%
Schaumburg	GlenviewCentralAlgonquin	0.01	55	village	0.05%
Schaumburg	GlenviewCentralAlgonquin	1.59	55	village	5.73%
Schaumburg	Golf Road	3.58	55	village	10.46%
Schaumburg	Higgins	2.29	55	village	12.30%
Schaumburg	Irving Park	6.44	55	village	34.09%
Schiller Park	Des Plaines River	0.26	31	village	0.51%
Skokie	Golf Road	2.79	58	village	8.16%
Skokie	Howard/Sibley	3.83	58	village	16.88%
Skokie	N. Branch Chicago River	0.17	58	village	0.70%
Skokie	Skokie Valley	3.52	58	village	10.71%
South Barrington	GlenviewCentralAlgonquin	1.49	47	village	5.37%
South Barrington	Higgins	0.69	47	village	3.72%
Streamwood	Irving Park	3.14	100	village	16.62%
Unincorporated	Deerfield Road	0.41	209	County	2.64%
Unincorporated	Des Plaines River	0.99	207	County	1.93%
Unincorporated	Des Plaines River	6.10	215	County	11.96%
Unincorporated	Dundee Road	0.15	182	County	0.57%
Unincorporated	Dundee Road	0.87	207	County	3.37%
Unincorporated	Dundee Road	1.84	209	County	7.14%
Unincorporated	Dundee Road	0.09	211	County	0.34%
Unincorporated	Dundee Road	0.17	214	County	0.67%
Unincorporated	Elgin O'Hare	0.31	274	County	2.11%
Unincorporated	Elgin O'Hare	0.72	298	County	4.89%
Unincorporated	Elgin O'Hare	0.54	303	County	3.69%
Unincorporated	Elgin O'Hare	0.65	304	County	4.41%
Unincorporated	Elgin O'Hare	0.23	317	County	1.56%
Unincorporated	Fairfield/Quentin	0.32	195	County	1.33%
Unincorporated	Fairfield/Quentin	1.18	209	County	4.93%
Unincorporated	GlenviewCentralAlgonquin	0.01	286	County	0.05%
Unincorporated	GlenviewCentralAlgonquin	1.67	215	County	6.03%
Unincorporated	GlenviewCentralAlgonquin	2.32	219	County	8.39%
Unincorporated	GlenviewCentralAlgonquin	0.01	240	County	0.05%
Unincorporated	GlenviewCentralAlgonquin	0.43	284	County	1.56%
Unincorporated	GlenviewCentralAlgonquin	0.21	286	County	0.75%
Unincorporated	Golf Road	0.94	215	County	2.75%
Unincorporated	Golf Road	0.36	244	County	1.04%
Unincorporated	Golf Road	1.69	278	County	4.93%
Unincorporated	Golf Road	1.08	290	County	3.17%
Unincorporated	Golf Road	0.01	291	County	0.04%
Unincorporated	Higgins	0.19	221	County	1.04%
Unincorporated	Higgins	0.27	238	County	1.43%
Unincorporated	Higgins	0.35	244	County	1.87%
Unincorporated	Higgins	1.24	282	County	6.67%
Unincorporated	Higgins	4.34	290	County	23.31%
Unincorporated	Howard/Sibley	1.64	290	County	7.23%
Unincorporated	Irving Park	1.33	278	County	7.03%
Unincorporated	Irving Park	0.50	304	County	2.66%
Unincorporated	Lakefront	0.00	191	County	0.01%
Unincorporated	N. Branch Chicago River	0.77	190	County	3.29%
Unincorporated	N. Branch Chicago River	0.69	196	County	2.93%
Unincorporated	N. Branch Chicago River	3.79	211	County	16.10%
Unincorporated	N. Branch Chicago River	0.30	231	County	1.26%

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Unincorporated	N. Branch Chicago River	0.78	242	County	3.32%
Unincorporated	N. Branch Chicago River	0.03	281	County	0.14%
Unincorporated	Northwest Corridor	0.29	209	County	0.77%
Unincorporated	Northwest Corridor	0.04	241	County	0.10%
Unincorporated	Willow Road	0.48	196	County	3.14%
Unincorporated	Willow Road	0.70	215	County	4.54%
Unincorporated	Willow Road	0.01	218	County	0.07%
Unincorporated	Willow Road	0.25	222	County	1.61%
Unincorporated	Willow Road	0.19	223	County	1.20%
Wheeling	Des Plaines River	1.44	36	village	2.83%
Wheeling	Dundee Road	2.66	36	village	10.30%
Wheeling	Willow Road	1.07	36	village	6.97%
Wilmette	GlenviewCentralAlgonquin	3.87	51	village	13.98%
Wilmette	Lakefront	1.31	51	village	2.88%
Wilmette	N. Branch Chicago River	0.49	51	village	2.10%
Wilmette	Skokie Valley	0.53	51	village	1.60%
Winnetka	Lakefront	2.28	41	village	5.01%
Winnetka	N. Branch Chicago River	0.75	41	village	3.17%
Winnetka	Willow Road	1.38	41	village	8.98%
Totals		281.95			