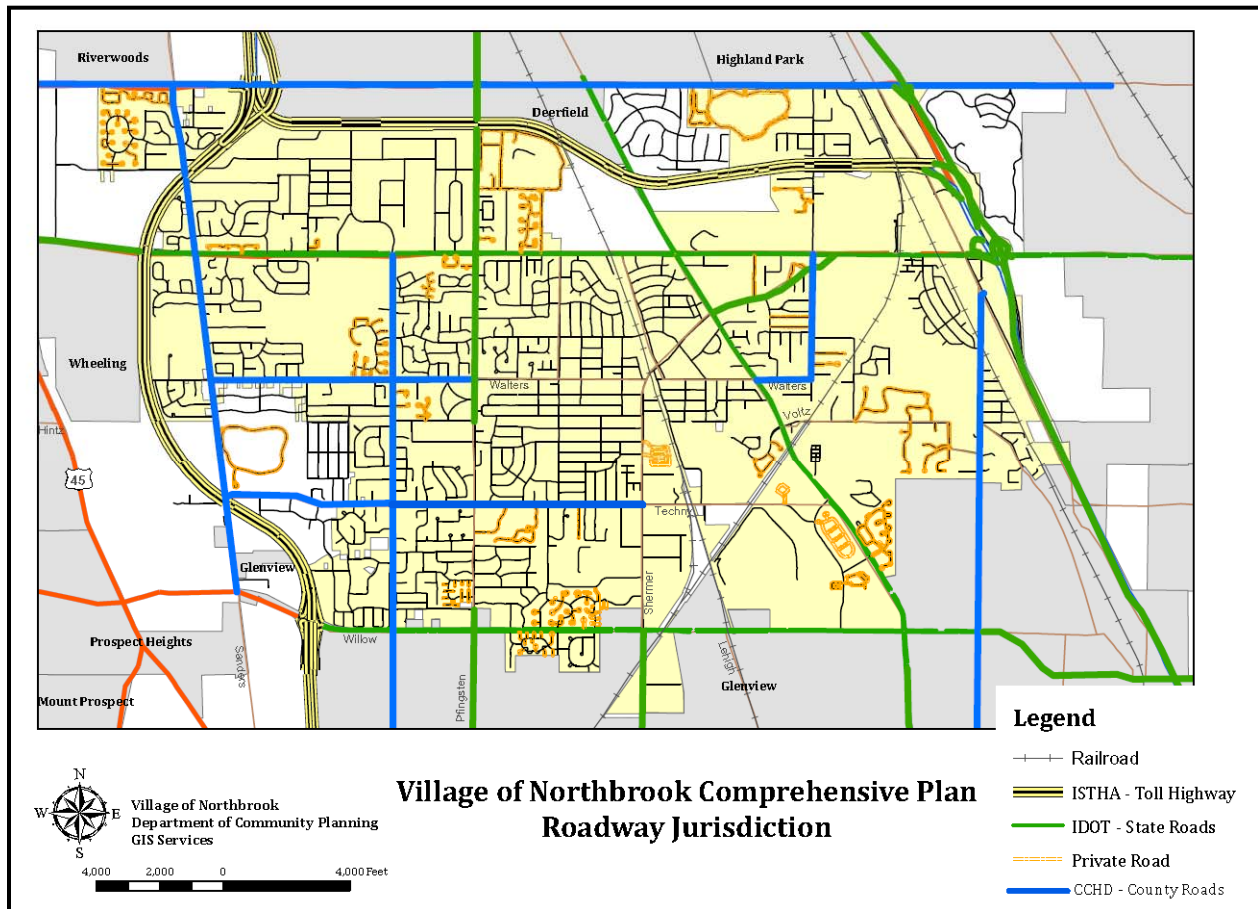


## Element Six: Transportation Choices

The Village's transportation system includes a surface road network, commuter rail and bus lines, and a bike path/sidewalk network. Northbrook is served by two major expressways, a major commuter rail line, and is in close proximity to O'Hare International Airport. Issues including the cost of energy, traffic congestion on surface roads, and environmental impacts will continue to affect transportation in the Village and region. As traffic congestion and energy costs increase, rail, bus and bicycles will become increasingly important as transportation options for the community. A properly designed transportation system should take into account the wide range of transportation opportunities that are available.



**Figure 6-A: Roadway Jurisdiction Map**

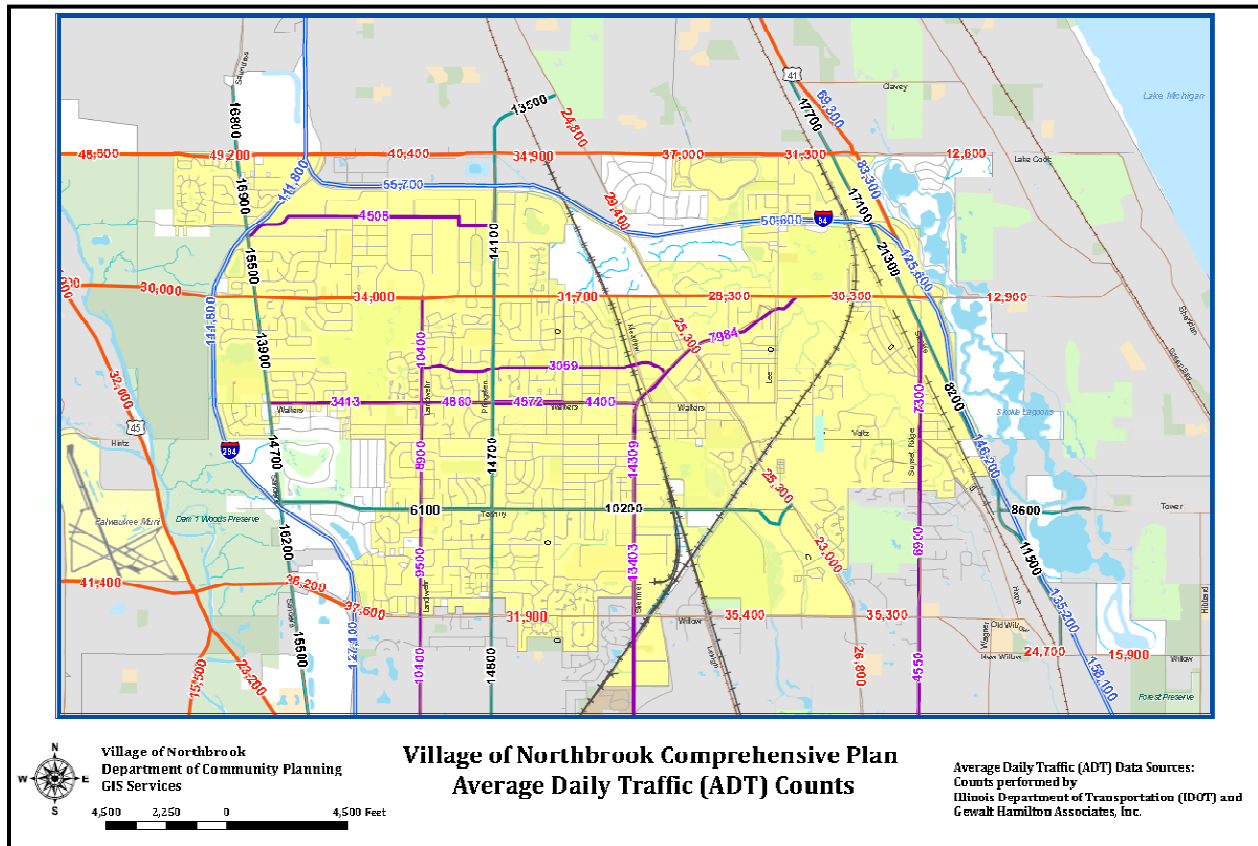
### Existing Transportation Conditions in and Around Northbrook

The Village's road network is the most used and highly visible component of the overall transportation system. The system of streets and roads that have been designed and constructed over time are used for shopping, commuting, and provision of necessary municipal services -- including ambulance service, as well as both police and fire protection. The road network is also one of the most visible gauges of the impact of development -- both in and around the Village.

Planning for the Northbrook road network cannot be undertaken solely by the Village for two primary reasons. First, the roads in and around the Village of Northbrook are under the jurisdiction of a variety of public and private organizations, including: the Village of Northbrook; the Illinois

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Department of Transportation (IDOT); the Cook County Department of Highways; Northfield Township (in unincorporated areas); and various property owners associations (responsible for approved private streets). The map on the previous page depicts the jurisdictional responsibilities of each of these organizations.



**Figure 6-B: Average Traffic Counts (2009)**

### The Village Functional Classification System of Roadways

“Functional classifications” refer to the grouping of streets and highways into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that roads do not function independently, but rather as a system-wide network. In general, the classifications are defined as follows:

1. **Limited Access Highways:** Roadways devoted entirely to traffic movement with little or no direct land service function. Expressways are multilane, divided roads with controlled access and few, if any, intersections at grade. Expressways serve large volumes of high-speed traffic and are primarily intended to serve commuters or long trips within and between metropolitan areas.
2. **Regional Arterials:** High volume roadways that carry the major portion of daily trips to centers of activity in the metropolitan area. Major arterials (also called principal arterials) place a greater emphasis on mobility rather than access to land and include fully and partially controlled access. A major arterial serves major through movements between important centers of activities in a metropolitan area, and a substantial portion of trips entering and leaving the area. It also connects expressways with major traffic generators.
3. **Local Arterials:** Streets that connect and augment the major arterial system. Although its main function is still traffic mobility, a minor arterial performs this function at a somewhat lower level and places more emphasis on land access than does a major arterial. A system of minor

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arterials serves trips of moderate length and distributes travel to geographical areas smaller than those served by a major arterial.

4. **Community Collectors:** Streets that distribute trips from and channel trips to arterials. Additionally, these roadways provide access and circulation within residential neighborhoods. Collector streets provide for both access and circulation within residential, commercial, and industrial areas. Their access function is more important than that of arterials, and unlike arterials, their operation is not always dominated by traffic signals.
5. **Local Streets:** Streets that provide for local traffic with the highest level of property access and the lowest level of mobility. Through traffic movement is discouraged on local streets.

Figure 6-C below depicts the Village's Functional Street Classification Network. The Functional Street Classification system is also used to help program locations for traffic signals, intersection improvements, parking restrictions and speed limits.

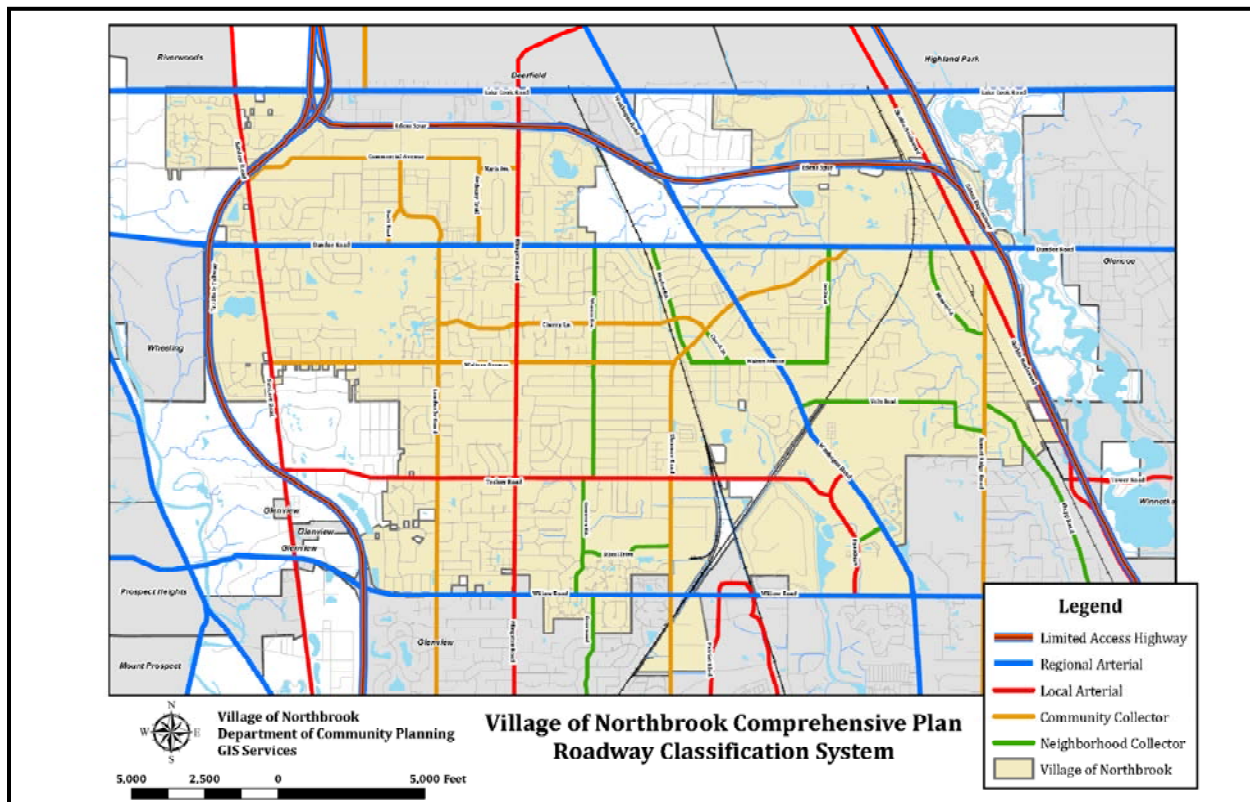


Figure 6-C: Functional Street Classification System

## Transportation Goals & Strategies

### TC 1. Accommodate all modes of transportation in the Village transportation system.

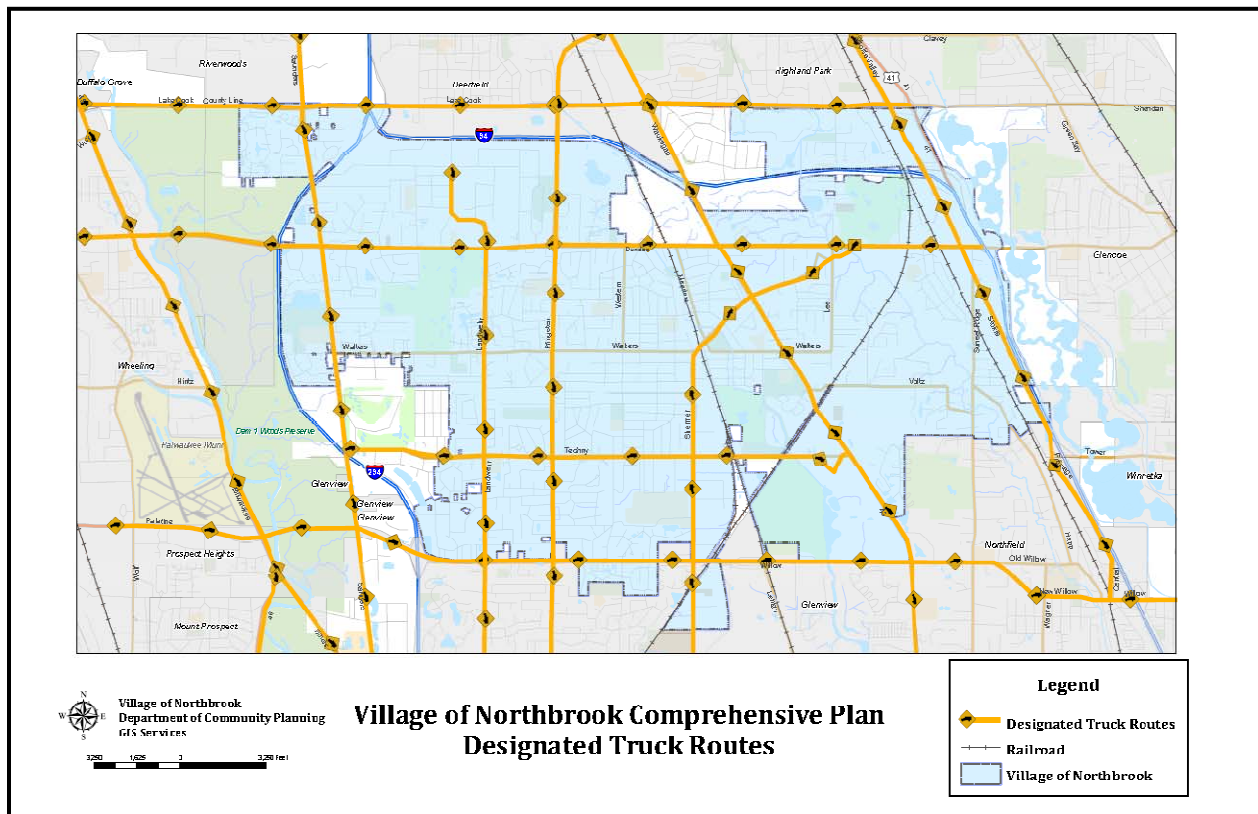
- a. Consider the use of “Complete Streets” design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, trucks, transit) on all road reconstruction projects.
- b. Promote increased pedestrian and bicycle access to the Downtown, Lake Cook Road and The Glen Metra stations. Coordinate bicycle and pedestrian planning efforts with surrounding communities in light of this strategy.
- c. Monitor the effectiveness of the Village’s Truck Route system (formally established in the Northbrook Municipal Code) to determine if adjustments in street designations or increased enforcement efforts are warranted.

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- d. Review any planned improvements to the Chicago Executive Airport (formerly Palwaukee Airport) to ensure that any proposed modifications to runways or flight path do not have a detrimental impact on the Village.
- e. Coordinate with Wheeling, Prospect Heights, Glenview and Cook County to ensure that future land uses in the vicinity of Chicago Executive Airport or compatible with the air facility.



**Figure 6-D: Chicago Executive Airport in Relation to Southwest Northbrook**



**Figure 6-E: Existing Truck Routes**

**TC 2. *Protect existing and planned neighborhoods from undue cut through street traffic.***

- a. Take appropriate measure to mitigate the impacts of cut through-traffic on residential areas by considering a variety of regulatory and “traffic calming” methods as identified on the ***Neighborhood Traffic Monitoring Map*** and other locations as may be identified.
- b. Traffic calming projects should support multiple objectives, including enhanced street aesthetics, improved walking and cycling conditions, as well as controlling traffic speeds.
- c. Evaluate the need to make road connections identified on the ***Potential Future Road Connection Map*** as development occurs.

**TC 3. *Work in concert with regional transportation agencies to maintain and enhance mass transit options for Northbrook residents, visitors and businesses.***

- a. Actively participate in the decision-making process to the extent feasible regarding proposed roadway improvements by Cook County, Lake County, IDOT, and ISTHA that may impact Northbrook.
- b. Actively participate in the decision-making process to the extent feasible regarding proposed service changes by METRA and PACE that may impact the Village. .
- c. Recognize the economic importance of maintaining an efficient transportation system, particularly in serving the employment centers in the community.
- d. Continue to provide an adequate supply of safe, convenient and cost-effective parking options for commuters at the Northbrook Metra station.

**TC 4. *Maximize the capacity of the existing roadways in the community while protecting the community’s high quality of life.***

- a. When practical, consider the construction and installation of physical improvements, such as new turn lanes and traffic signals and signs, in locations designated in the Comprehensive Plan.
- b. Continue to implement and refine traffic management techniques that improve the coordination of traffic signal timing.
- c. Better manage access to arterial roadways by encouraging the elimination of, or sharing of curb cuts, and constructing devices to control turning movements. Construction of medians and other devices may also assist in controlling turning movements.
- d. Review opportunities for improving the Village’s older “substandard” roadways in the Village that were constructed without sufficient or lack curb and gutter. Examine a variety of mechanisms for financing the improvements to these substandard streets.
- e. Where practical, incorporate stormwater management improvements into roadway improvements to remedy known storm drainage problems.
- f. Recognize that certain key intersections along both Lake Cook Road and Willow Road may only be able to be effectively improved if Northbrook cooperates with neighboring communities, as well as IDOT and the Cook County Highway Department.

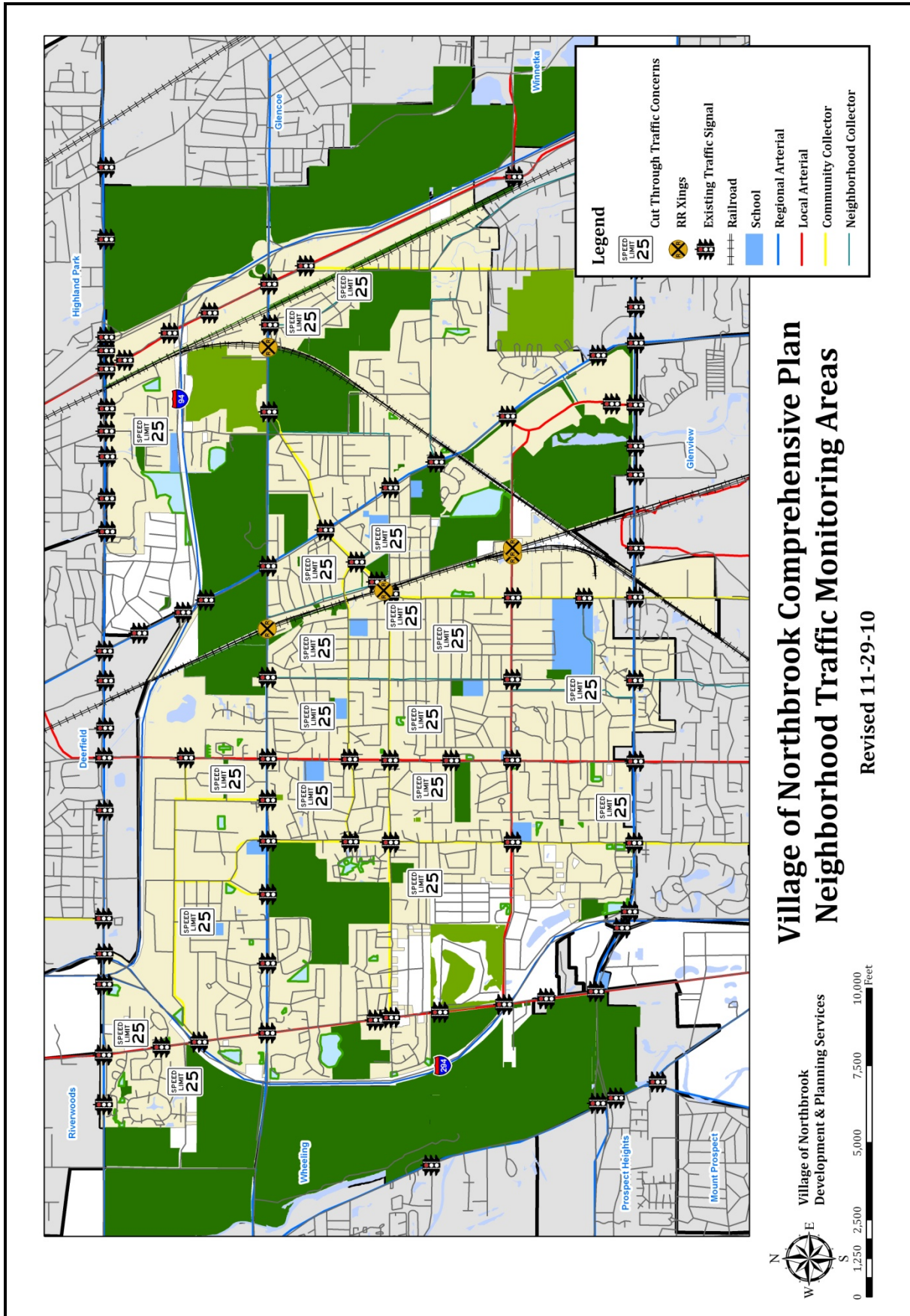


Figure 6-F: Traffic Monitoring Areas

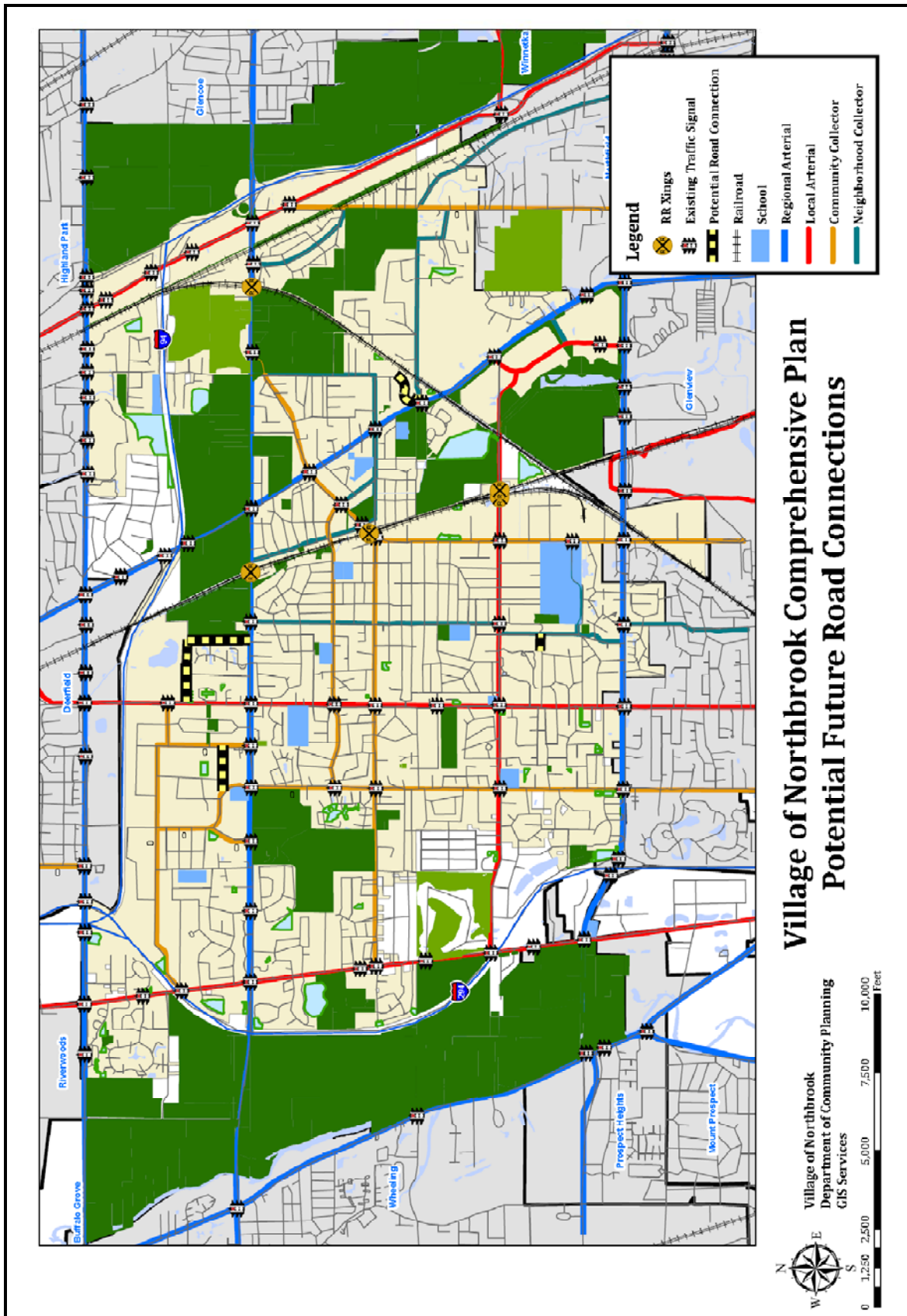
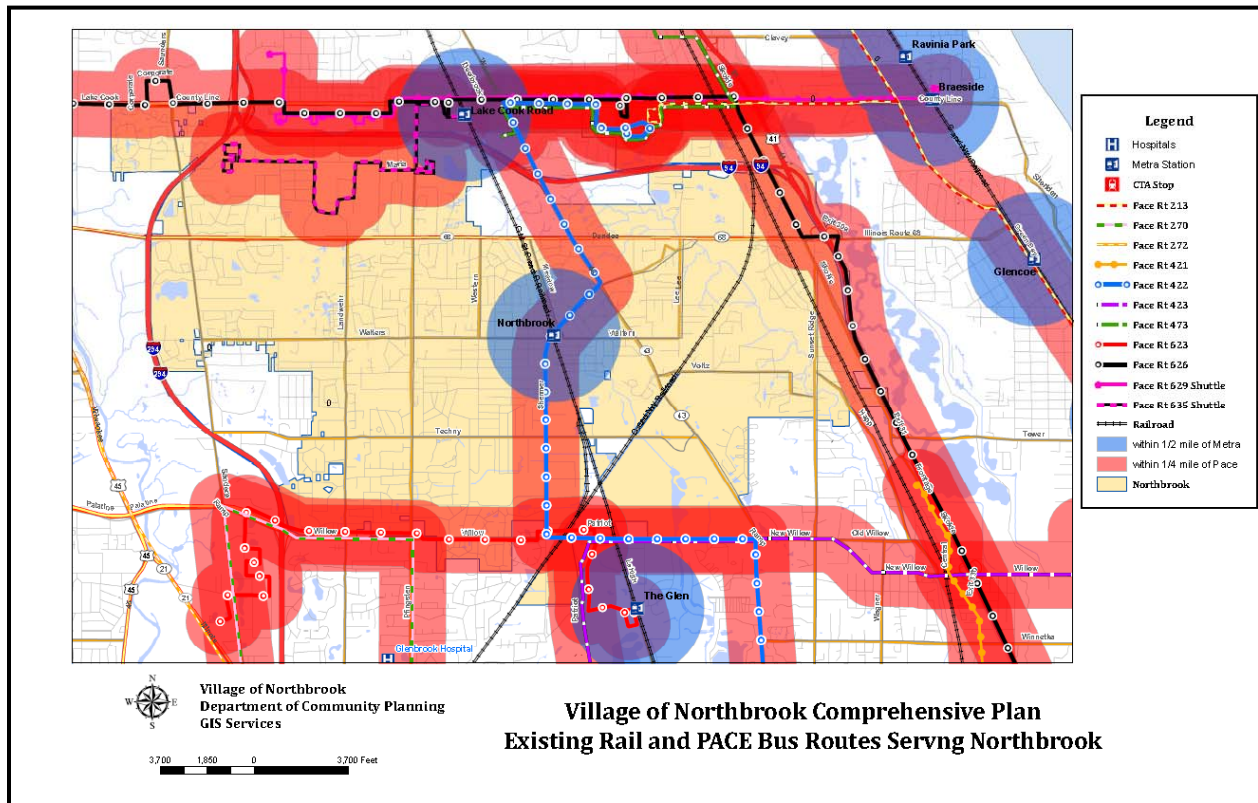


Figure 6-G: Potential Road Connections

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- TC 5. Monitor road and other transportation conditions to determine if the long-range transportation improvements shown on the suggested Transportation Improvements Plan (TIP) are being met.**
- Review all development proposals for compliance with plan and seek the dedication of additional necessary right-of-way whenever warranted.
  - Periodically review neighborhood traffic “bottlenecks” to see if relatively minor intersection design or traffic control modifications can be made to help alleviate localized traffic problems.
  - Monitor roadways shown for improvement on the TIP to see if enhancements to the roadway cross section for vehicular traffic, cyclists, and pedestrians are warranted so they can be properly programmed into the planning and budgetary cycles.
  - Work with regional transportation agencies, such as CMAP, IDOT and nearby municipalities to help promote and program needed improvements to the interchanges shown on the TIP.



**Figure 6-H: Areas in Proximity to Existing Mass Transit Routes**

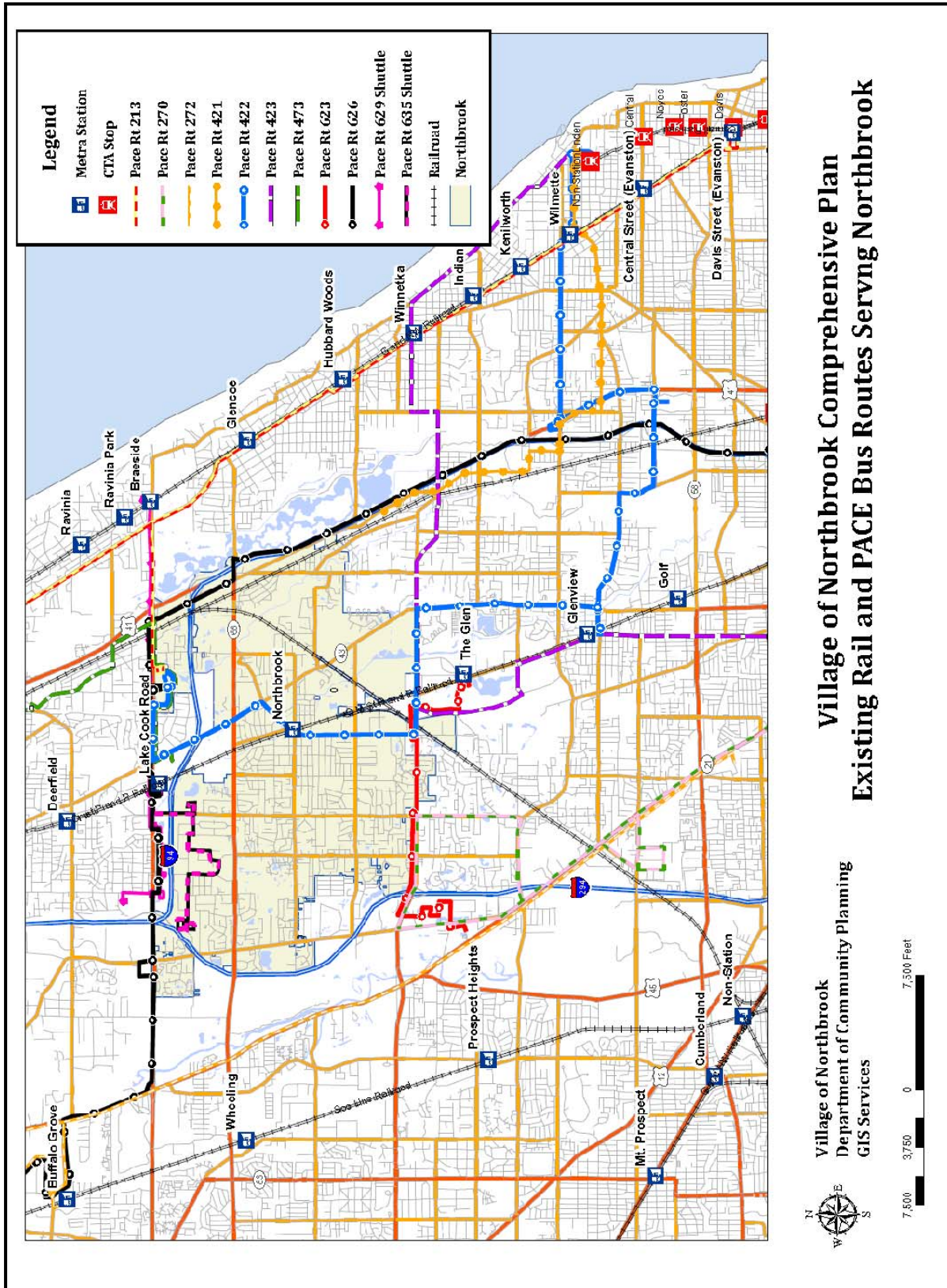
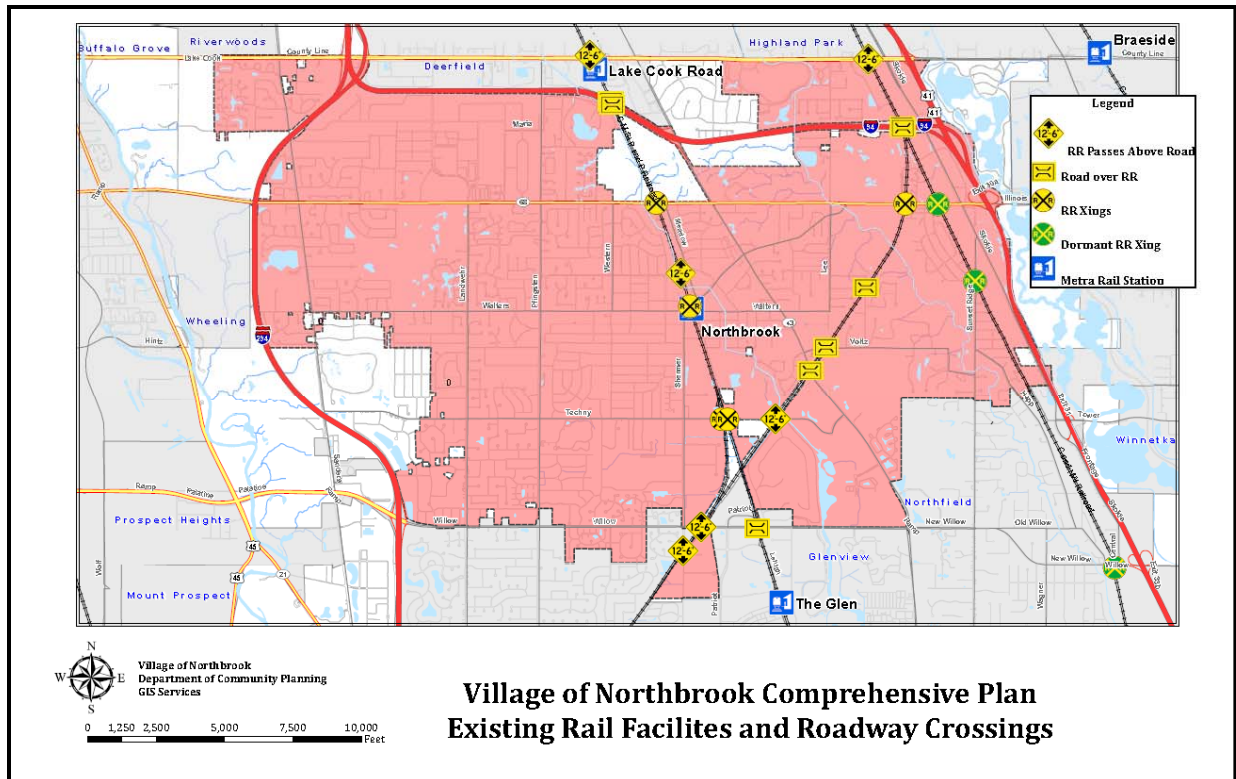


Figure 6-1: Existing Mass Transit Routes in Northbrook Area

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**Figure 6-J: Railroad Crossings**

**TC 6. *Encourage biking and walking as a viable means of travel around the community.***

- a. Consider the need for construction and maintenance of pedestrian and bicycle facilities as part of the Village's Capital Improvement Planning and Budget process.
- b. Work cooperatively with the Cook County Forest Preserve District, the Northbrook Park District and IDOT to explore development of a comprehensive greenways system with inter-connecting bicycle and pedestrian trails in and around Northbrook.
- c. Promote the establishment of bicycle and pedestrian connections to nearby regional trail systems. Major regional trails in the vicinity of Northbrook include:
  - The Green Bay Trail (to the east of Northbrook);
  - The North Branch Trail (to the east of Northbrook);
  - The Skokie Valley Trail (to the north of Northbrook); and
  - The Des Plaines River Trail (to the west of Northbrook).
- d. Review the need for bicycle and pedestrian facilities when reviewing other roadway improvements.
- e. Regularly review and update, as needed the ***Northbrook Bicycle & Trail Route Plan***. Review the improvements specified in the plan and implement the recommendations when timely and warranted. (Note: Amendments to the Northbrook Bicycle & Trail Route Plan shall not specifically require an amendment to the Comprehensive Plan. The map is included in the Plan for illustrative purposes only).
- f. Continue to require the installation of public and private sidewalks and trails as development occurs.
- g. Review the merits of expanding the Village's bicycle parking requirements to certain areas or for specific land uses outside of the downtown area.

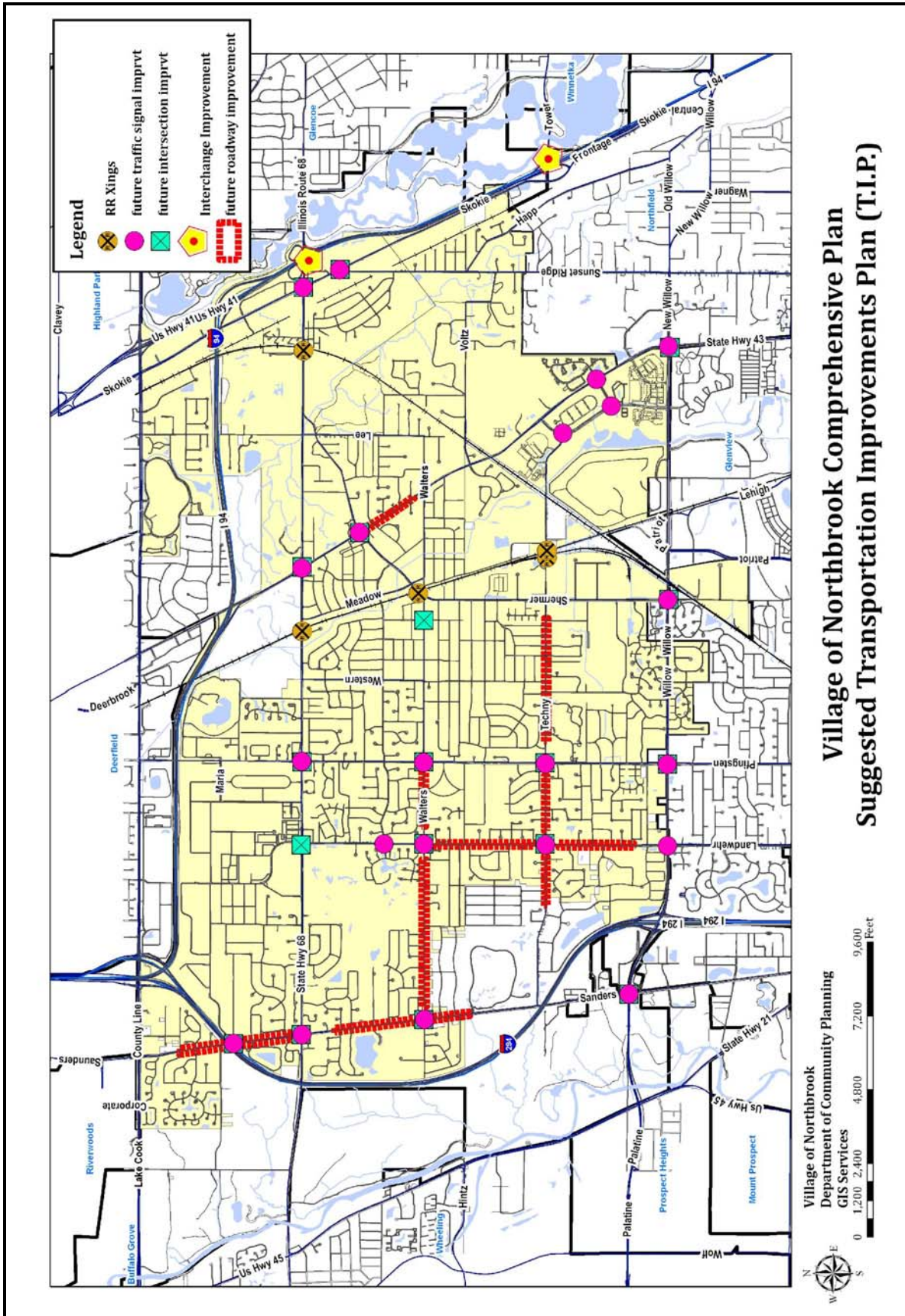


Figure 6-K: Long Range Transportation Improvements Plan (T.I.P.)

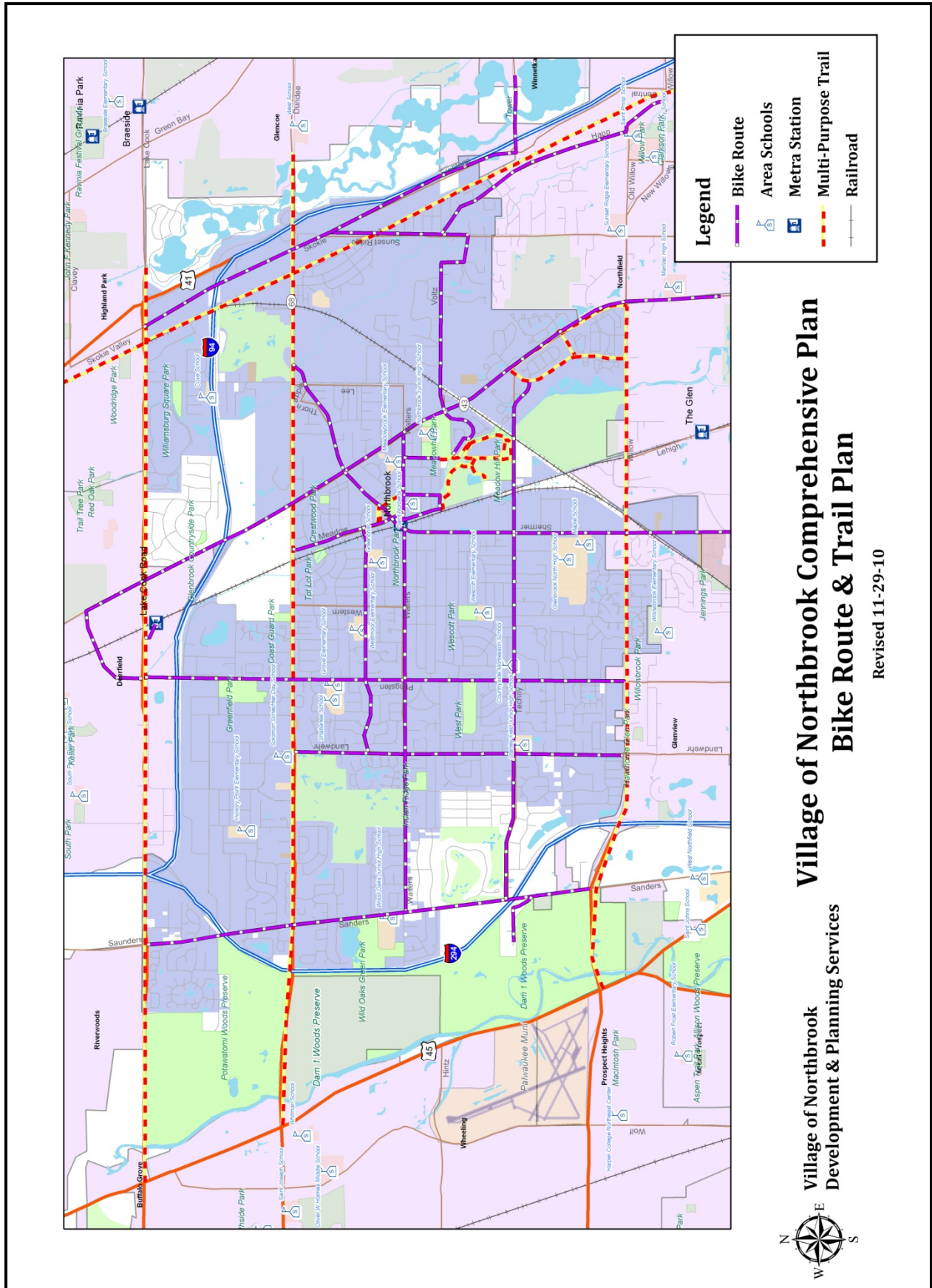


Figure 6-L: Bike Route & Trails Plan

**TC 7. *Work in concert with state, county and regional transportation agencies to improve access to transportation for people with special transportation needs such as people with disabilities, the elderly, and the young.***

- a. Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act (ADA) during the planning and implementation of transportation and parking improvement projects.
- b. Ensure that all public facilities meet state and local accessibility rules.