

# **NORTHBROOK BICYCLE PLAN**

## **Phase-I**

---



---

**OCTOBER 28, 2003**

# **NORTHBROOK BICYCLE PLAN**

## **PHASE-I**

### **TABLE OF CONTENTS:**

INTRODUCTION  
PURPOSE  
OVERALL OBJECTIVES  
EXISTING CONDITIONS  
DESIGNING THE BICYCLE ROUTE SYSTEM  
NEEDS ASSESSMENT  
LOCAL BICYCLE TRANSPORTATION NEEDS  
REGIONAL BICYCLE TRANSPORTATION NEEDS  
JURISDICTIONAL RESPONSIBILITY/ROAD OWNERSHIP  
SUPPLEMENTAL RECOMMENDATIONS  
REGIONAL EFFORTS  
CONCLUSION

### **Northbrook Bicycle Task Force**

Doug Gerleman, Chair (Environmental Quality Commission)  
Robert Jaeger (Board of Trustees)  
Brian J. Meek (Board of Trustees)  
Robert Paul Israel (Stormwater Management Commission)  
Dan Pepoon (Plan Commission)  
Adele Sturgis (CBD Streetscape Subcommittee)  
Ed Harvey, Director (Park District)  
Susan Labaschin (Safety Commission)

*Staff: Departments of Community Planning, Police, and Engineering*

## **INTRODUCTION**

In June 2001, the Board of Trustees requested that a Bikeways Subcommittee be created to coordinate all bicycle-related initiatives within the community and to review the need for access to bicycle transportation on behalf of the Village. The Bikeways Subcommittee was formed comprising of volunteers from various Village Commissions, including the Environmental Quality Commission, the Safety Commission, the Plan Commission, as well as the Board of Trustees. The Subcommittee was subsequently renamed the "Bicycle Task Force" and began meeting to determine the existing needs, and to make recommendations to make the Village of Northbrook more "bicycle friendly".

The Bicycle Task Force has prepared a Bicycle Plan that identifies the primary bicycle routes in Northbrook. This Plan identifies street segments that would provide intra- as well as inter-community connectivity. At this time, the Task Force felt it imperative to have the geographic location of the street segments identified. Whether these segments are bike lanes, bike routes, or multi-modal paths will be determined as the next step.

This Plan serves as a starting point for a living document. Detailed analysis to determine specific recommendations as well as the identification of funding sources to implement the plan would comprise the next steps.

The identification of the road segments on this plan will assist the Village, neighboring communities, as well as IDOT and Cook County identify streets that need to be designed for bicycles during future resurfacing and reconstruction projects. Consequently, this Plan identifies the Village's primary bicycle routes. It is hoped that any road project sponsor will take Northbrook's Bike Plan into consideration while designing their improvements.

The Task Force recommends that the Village adopt this "Bike Map" and submit it to the IDOT, Cook and Lake Counties, as well as neighboring communities so they are aware of the Village's expectations well in advance of their road planning activities.

Eventually, the comprehensive Bicycle Plan will focus on routes to schools, parks and other likely destinations for children as well as adults, with links to Deerfield, Wheeling, Glenview, Northfield, and regional bicycle trails.

## **PURPOSE:**

Northbrook has a population of 33,435 people including 7,135 (21%) that are 5 – 19 years of age. This group of young people must either walk or rely on family or friends to take them around town. The primary objective of this Bicycle - Pedestrian Plan is to create a network of safe bicycle facilities for kids, parents and teachers to get to schools, the library, parks and athletic fields, ice cream stores, shopping centers and other popular destinations in the Village as well as to provide alternate forms of transportation.

While the automobile generally provides convenience and flexibility it is not the most efficient mode of travel for some types of trips. The benefits of alternative modes of travel, such as bicycling, are particularly significant for short trips. We note the increasing trend of those who walk and bike for recreation and to get exercise.

At this juncture, the need for bicycle-friendly community has been separated from the pedestrian requirements, which are currently being addressed with the established sidewalk standards and the sidewalk gap initiative. Anecdotally, we have been told that many more people would use bicycles to go shopping and get to work if adequate facilities were available. This is consistent with many other cities

that report significant increases in the number of bicyclists. These cities are investing in their communities, particularly their downtown, to make them more pedestrian and bicycle friendly.

The Village believes that all Northbrook residents deserve the option of using safe and efficient bicycle facilities that are at least as safe, attractive, convenient and easy to use within the Villages as are roads and parking for cars. The proposed Bicycle Plan would address safety as well as efficiency those who chose to use bicycle as an alternate mode of transportation, or those who seek connectivity to regional bicycle trails for sport or recreation purposes.

## **OVERALL OBJECTIVES:**

The overall objectives of the proposed plan include improving the road conditions for bicycling in the Village; increasing safety for bicyclists as well as motorists; and recommending a system that serves a variety of user groups - such as those who bicycle mostly for sport/recreation, youth cycling needs, as well as those who use the bicycle as their primary mode of transportation.

The goal for the comprehensive Bike Plan would be to establish a network of bike routes with following characteristics:

- ✓ Convenient, continuous, accessible and safe
- ✓ Providing access to most destinations within the community for most cyclists
- ✓ Connects to regional trails

The Task Force recognizes that there are several "generic" improvements, applicable throughout the community, that could result in an overall more bike friendly environment:

- Improved connectivity/access to the downtown area, Metra station, Village Green Park, recreational facilities, shopping and employment centers
- Pavement improvement on several major routes (such as Walters Avenue, Shermer Road, etc.)
- Connections to surrounding communities and public transportation
- Improved safety at street intersections
- Removal and replacement of storm grates with slots parallel to the curb
- Addition/modification of Engineering Standards
- Posting of "Share the Road" Signs

Following adoption of the Bike Map, the Village would continue to reconvene the Task Force to evolve policies to increase user safety by better accommodating bicyclists on streets and rights-of-way; suggest educational procedures that emphasize the rights and responsibilities of motorists and bicyclists. The Task Force will:

1. Recommend policies.
2. Recommend implementation strategies for the village's Bicycle Plan, including a list of possible funding sources.
3. Provide a map of the Bicycle Plan, that could be used by residents, commuters, bike enthusiasts/recreational cyclists passing through our community, as well as other jurisdictions.
4. Recommend ways to educate the public and promote bicycling as a viable mode of transportation will also follow.

## EXISTING CONDITIONS

Northbrook was established over 100 years ago. Our current roadway network has developed as a result of the growth of automobile use over the course of the century. As use of autos became more commonplace, sidewalks were constructed to safely separate pedestrian from auto traffic. The roadway was multi-modal in use carrying motorized and non-motorized vehicle traffic. For the majority of local streets this is an acceptable solution. However, with continued increases in auto traffic and speed it is no longer considered safe to mix auto and bicycle traffic on many of the higher speed streets.

The Village of Northbrook currently has several road segments suitable for bicycling which may require little or no improvement, other than signage. For instance, Cherry Lane between Meadow and Pfingsten has been striped in such a manner that not only does it create narrower traffic lanes for traffic calming, but it also leaves adequate room near the curb for safer bicycling. Other corridors may benefit from facility improvements such as re-striping to add bike lanes to existing pavement, intersection improvements, directional signs or increased maintenance.

## DESIGNING THE BICYCLE ROUTE SYSTEM

The Bicycle Task Force has proposed a new bicycle route system throughout the Village. This system identifies specific streets or street segments as appropriate routes for bicyclists. The proposed "routes" offer connectivity to various areas of the community, as well as regional trails by identifying (with signage) existing streets that are conducive to bicycle travel. In some instances, however, the Task Force is reviewing the use of sidewalk as "routes" if the streets are not appropriate for bike travel (along such roads as Dundee, Pfingsten, Lake-Cook & Sanders).

Ideally, bicycle facilities should be considered at the inception of all transportation projects and incorporated into the total design. This is necessary so that potential conflicts with the safety and quality of service for various modes are resolved early on. In fact, road projects that use federal funds must accommodate bicycles into their design.

Cyclists can be accommodated on arterial roadways even when vehicle traffic volumes are high. Wide curb lanes without bike lane markings, paved shoulders and bike lanes are cost effective ways of increasing bicycle safety on roadways with high traffic volumes. Average daily traffic (ADT) volumes are the determining factor as whether a shared use roadway is recommended or a bike lane. Typically, roadways that carry up to 5,000 ADT per day can function well as a shared use facility. For those roads that carry 5,000 to 10,000 ADT per day, a bike lane should be considered, over 10,000 ADT per day and a bike lane should be installed.

This Bicycle Plan focuses on routes to schools, parks and other likely destinations for children as well as adults, with links to Glenview, Northfield, Deerfield and regional bicycle trails. Additional analysis of routes for schools and other significant local destinations will be done in the future, perhaps during the creation of a comprehensive plan for Northbrook sub areas, but the intent here is to focus on the more regionally significant bicycle routes within Northbrook – those roads with more than 5000 ADT (average daily traffic). Lower volume roads generally do not need any special bicycle accommodations.

The Deerfield Bicycle Committee has requested that the Northbrook bike routes connect to Deerfield via Sanders, Pfingsten and Waukegan Roads. Glenview has also expressed a desire to have Northbrook connect with their bicycle routes. Pfingsten in Glenview between the Del Prado Shopping Center and the Glenbrook Hospital has a marked lane 4' wide that can be used for bicycling. There is value in coordinating with neighboring communities to ensure continuity of bicycle routes, and to attain recognition of the importance of bicycle and pedestrian planning from the Illinois DOT, Lake, and Cook counties.

## Bikeway System Definitions

The Bike Plan uses the following terms and definitions.

- ✓ Bike Routes – Utilize existing streets (or sidewalks when necessary) as a means for bicycle travel.
- ✓ Bike Lanes – Refers to on-street pavement markings that identify a separate travel aisle for bicyclists.
- ✓ Bike Paths – Separate paths (either paved or unpaved) designed for use by bicyclists.
- ✓ Shared – Use/Multi-modal Paths: a pathway physically separated from motorized vehicular traffic by an open space or barrier and either located within the highway right of way or within an independent alignment. Pedestrians, skaters, wheelchair users, joggers, and other non-motorized users might also use shared-use paths.

There currently is some bicycle use of sidewalks but this could cause potential conflicts between bicyclists, pedestrians and baby strollers. It is also have additional conflict points with cars in driveways as well as on the road. Many driveways are hidden by bushes that block the view of bicyclists, and drivers are usually not accustomed to looking for people riding bicycles on the sidewalk. Bicyclists also tend to weave from sidewalk to road creating more possibility of accidents. The Bicycle Task Force generally does not recommend the use of sidewalks by bicyclists. Such "multi-use" sidewalks should only be recommended for sidewalks that are wide enough to accommodate both pedestrians and bicyclists, and where there are no mid-block driveways.

## NEEDS ASSESSMENT:

The demand for facility improvements may significantly vary depending on the purpose the bicycle is used for. Bicyclists could be broadly categorized into three major groups, based on their typical usage:

- Youth cyclists needs: Many residents, kids included, use their bicycles for purely recreational reasons, and may typically bike to nearby parks, or perhaps bike to school. Young children would typically use sidewalks for biking. For this group, it is primarily important to identify any gaps in the sidewalk within a half mile of schools, and neighborhood parks. This is typically considered the standard "walkable" distance. The Engineering Dept. has prepared a "sidewalk gap" map which is used by the Safety Commission to prioritize the construction of sidewalks. Attached you will find the areas that have been identified for construction over the next 5 years. The Task Force feels that this group's needs are largely met with the "sidewalk gap" program. However, the Task Force will also study this program to identify any deficiencies since it does not address connectivity to other "traffic magnets" such as neighborhood parks.
- Bicycle as a primary mode of transportation: These are people who bike to work, or may park and ride a train, or to run errands. For this group, the Task Force has identified several destination points, such as the train station, employment centers, shopping areas, and other popular destinations and recommendations specific roads segments leading to the destination that need to be modified.
- Bike as a sport: The serious bike enthusiasts in our community, need to be able to connect to major bike trails, to be able to network into trails in neighboring communities. The Task Force has identified several points of connection to regional trails, and consider the development of bike routes connecting to the regional trails of the highest priority. This would significantly expand the biking opportunities for the true bike enthusiasts.

Another approach for determining the need for improvement is by assessing the deficiencies based on whether they fulfilled local or regional needs:

### **Local Bicycle Transportation Needs**

Several local and collector streets in Northbrook with low vehicle volume (e.g., 3000 Average Daily Traffic - ADT) and speeds (e.g., < 25 mph) are sufficient for bicycle operation on shared roadway with autos. In general, no special signs or designs are needed for bicycle traffic although some improvements may be identified as we proceed.

This Plan identifies several east-west and north-south bicycle routes that connect schools, parks and downtown activities including the library, shopping and Village Green. Because these are the primary trip destinations for kids and families, these routes deserve priority treatment to ensure safe bicycle travel. Also, some of these roads extend across the Village and if designed properly can provide bicycle access to destinations throughout and outside of the Village.

The Primary **East – West routes** for access to schools, parks, library and other downtown activities are along Cherry, Walters and Techny.

1. The Walters Avenue route would connect Wood Oaks Junior High and Park on the west edge of Northbrook, the Indian Ridge Center, downtown, St. Norbert's School, Meadowbrook School, Northbrook Junior High, and then could be extended along Lee and Grant across the Forest Preserve to East Northbrook. Downtown routes include all streets bordered by Cherry, Shermer, the River Walk, Walters, and Cedar including Meadow.
2. The Cherry Lane route starts in the west at Landwehr and runs near Shabonee Junior High, Grove School, Westmoor School, Greenbriar School, downtown and then links to the Walters bike route with connections to Meadowbrook, Northbrook Jr. High, and places East.
3. The Techny Road route would start from the area west of Sanders and connect the Stanley Field Jr. High, the YMCA and Meadowbrook Park. The extention of this route through the Techny area along Founder's Drive or along the river could provide the ideal connection to Glenview's proposed bike trails.

The Primary **North - South routes** would run along Sanders, Pfingsten, Western and Shermer.

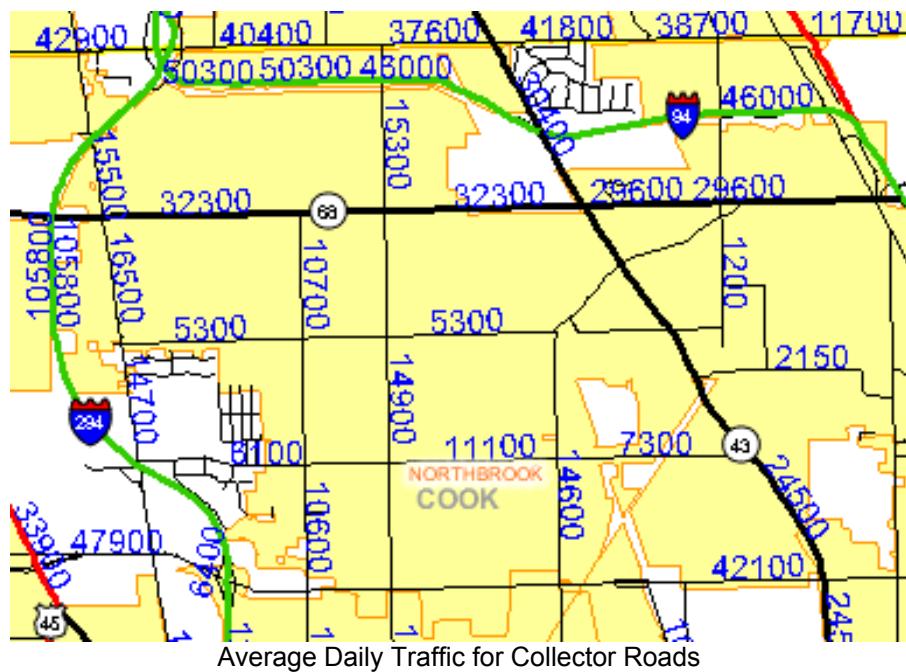
1. The Western Avenue route would start at Greenwood Road near the Willowbrook School and Willow Park in Glenview, cross Willow Road and proceed to Glenbrook North High School, Wescott School, Westmoor School and to the Post Office on Dundee. In the future this route could be extended along the Milwaukee Railroad right-of-way to Deerbrook Shopping Center to Countryside, The Cove School, and to Northbrook Court.
2. The Pfingsten Road route would start at Glenbrook South High School and proceed to the Glenbrook Hospital, and Plaza Del Prado in Glenview and then to Countryside Montessori School, the YMCA, Northbrook Sports Complex, Grove School and Shabonee Jr. High, and perhaps extend north to Waukegan Road in Deerfield.
3. The Shermer Road route would extend from the southern end of the Village, past Maple and Glenbrook North High Schools to downtown and on to Dundee Road.
4. The Sanders Road route would extend north from Willow/Palatine Road, along Mission Hills Country Club on the to Wood Oaks Jr. High School, Sanders Court and eventually Ryerson Woods to connect to the Des Plaines River Bike Trail as well as Lincolnshire/Riverwoods Trail in the north.

Cherry and Walters (Pfingsten to Cedar) are currently striped so as to create narrower traffic lanes, leaving room for on-street parking as well as biking. Other Village streets that should be investigated for their ability to be striped for bicycles include:

1. Walters (Waukegan west to train tracks): access to Village Green, Meadowbrook, St Norbert's, Northbrook Jr. High and Meadowhill Park.
2. Meadow (Cherry to Shermer and Walters): access to downtown.
3. Cedar (Cherry to Walters): access to library, Village Hall
4. Shermer (Dundee to Waukegan to Willow): downtown, medical and dental offices, GBN, Maple, and Gateway to Glenview.
5. Pfingsten (Keystone to Highland): Sports Complex and Techy destinations.
6. Skokie Blvd (Lake Cook to Tower Road): shopping, employment and access to Botanic Gardens, Skokie Lagoons and North Branch Trail.

### **Regional Bicycle Transportation Needs**

Some of the other primary arterials in Northbrook (e.g., Willow Road) have too much auto traffic (i.e., > 40,000 ADT) and high vehicle speeds (i.e., > 45 mph) to be safe for biking with current designs. It is critical to identify needs, and to reserve space for future separated bike or shared use paths. Where space for these proposed connections is not apparent, alternate routes need to be identified.



Routes identified for regional needs include:

1. North-south connection of Pfingsten from Glenview to Deerfield - This will connect with Glenview's proposed bike routes to the south and Deerfield's to the north);
2. East west connection along Willow Road - Specifically, between I-294 and Landwehr - coordinate with IDOT.)
3. Dundee Road (East of Shermer to Skokie) to connect to Skokie Valley Trail, North Branch Trail, and Greenbay Trail.

4. Sanders going north from Dundee to connect to the Lincolnshire/Riverwoods trail system and going south to Techny for a potential connection to the Des Plaines River Trail.
5. Shermer Road - south of Willow Road to connect to The Glen (Currently, several bicyclists use the sidewalks from Walters to Willow along Shermer.)
6. Connection along the entire length of Dundee - On the east, across the Edens Expressway would link to the Botanic Gardens and the North Branch Bicycle Trail. This is a major attraction for families and adults. It requires re-engineering the Dundee - Skokie Blvd. Interchange and ramps to the Edens Expressway to better accommodate bicyclists and walkers. On the west end, it would connect to Wheeling.
7. Connections north from Dundee along the Northwestern RR or Commonwealth Edison right-of-way to Lake Cook Road with access to the North Branch Bicycle Trail and the Botanic Gardens.
8. Multi-use trails along the North Branch of the Chicago River – both the Middle Fork and the West Fork.

#### **JURISDICTIONAL RESPONSIBILITY/ROAD OWNERSHIP:**

The implementation of any improvement rests on the entity that holds jurisdiction over the road segments identified above. Following provides information regarding **ownership of the proposed bike routes:**

#### **IDOT owned primary streets for bicycling**

1. Pfingsten (Lake Cook to Keystone): Grove, Shabonee, Sports Center, Gateway to Deerfield and Lake Cook Road.
2. Pfingsten south of Highland: Gateway to Glenview, the hospital and GBS High School
3. Shermer (Dundee to Waukegan): Gateway to the Botanic Gardens, Skokie Lagoons and the North Branch Trail.
4. Dundee Road (multi-use sidewalk from Shermer to Skokie Boulevard and across the Edens): Gateway to the Botanic Gardens, Skokie Lagoons and the North Branch Trail.
5. Waukegan (Lake Cook to Voltz): Gateway north to Deerbrook and Northbrook Court; access south to Meadowhill Park and Northbrook Jr. High
6. Willow Road: I-294 to Landwehr - connection to Des Plaines River Trail.

#### **Cook County owned primary streets for bicycling:**

1. Walters (Pfingsten to Sanders Road): Wood Oaks Jr. High School, Lake Shermerville.
2. Sanders (Dundee to Techny): Des Plaines River Trail, Wood Oaks, Lake Shermerville, Gateway to Glenview, and Gateway to Deerfield.
3. Techny (Waukegan to Landwehr): Stanley Field Jr. High School, YMCA, GBN High School and Meadowhill Park.
4. Skokie Blvd (Dundee to Tower): Gateway to Northfield, Skokie Lagoons, North Branch Trail
5. Lake Cook (multi-use sidewalk from Waukegan to Skokie) Northbrook Court, Botanic Gardens
6. Landwehr (Dundee to Highland): Stanley Field Jr High, Gateway to Glenview
7. Lee (Dundee to Walters)
8. Sunset Ridge (Dundee to Voltz): Gateway to Northfield, North Branch Trail
9. Voltz (Sunset to Waukegan): Gateway to Northfield, North Branch Trail

## 10. Cook County Forest Preserve: Opportunities for trails.

The Village supports traffic calming and striping of these streets to improve the safety of bicyclists, pedestrians and motorists. We also request that the Board support efforts to extend the existing Northbrook Bikeway aligned next to the Chicago-Northwestern Railroad between Dundee and Voltz. This Bikeway should be extended north to connect to the Skokie Valley Bikeway at Lake-Cook, and south to Tower Road, Northfield and the North Branch Bike Trail.

Other recommendations made by the Bicycle Task Force include:

**1. Installation of "Share the Road Signs":** Public Works has already installed these signs in the following locations:

- Voltz, west bound near Sunset Ridge
- Voltz, east bound just east of Woodlark
- Grant, east bound just east of Lee
- Walters, west bound just east of Waukegan
- Shermer, southwest bound just west of Angle
- Shermer, north bound near south edge of commuter lots
- Walters, west bound between First and Cedar
- Cherry, west bound near Walnut
- Dundee, east bound near Fair
- Western, south bound just south of Dundee
- Shermer, north bound just south of Raymond
- Western, north bound just north of Techny
- Walters, east bound just east of Pfingsten
- Cherry, east bound just east of Adirondack

Additional locations suggested:

- ✓ Meadow, south of Cherry; and
- ✓ On Lorenz Drive (Connects to Anetsberger)

**2. Bicycle Racks:** To help promote bicycle planning within new developments in Northbrook, the Task Force has recommended that bicycle racks should be required as part of any new non-residential development or redevelopment.

The Task Force identified the following locations as in need of new or additional bicycle rack facilities:

- ✓ Village Green Center (i.e. Little Louie's, Baskin Robbins, etc.)
- ✓ Meadow Shopping Plaza (existing Sunset Foods, Walgreens, etc.)
- ✓ Northbrook Shopping Plaza (future Sunset Foods, Georgie V's, Post Office, etc.)
- ✓ Northbrook Train Station
- ✓ White Hen Pantry (Shermer Road)

### 3. Education

The Bicycle Task Force strongly recommends that the Village focus on specific efforts to educate the public as well as bicyclists about traffic laws related sharing the road. The Task Force suggests using the **Village Newsletter for articles** related to bike safety, bike routes, helmet usage, etc.

The Task Force also suggest that perhaps in the next or following year, the Village could consider using "**Share the road**" logo for **Vehicle stickers**. They also suggest publishing and distributing booklets related to bike routes, and other safety issues along with the vehicle stickers to increase awareness.

The Task Force endorses the idea of organizing a "**Bike to School Week**", which could kick-off at Earth Day next year. This will require coordination with Schools and other organizations as well.

### 4. Engineering

The Task Force recommends that the Bike Route Map be reviewed by various Village Departments and Commissions to determine the specific strategy for each road segment identified on the Bike Route Map. Aside from designating and signing routes and making capital improvements that provide for bike lanes or wide shoulders, other engineering considerations that provide safe conditions for bicycling need attention, including installation of bicycle-friendly catch basins.

### 5. Enforcement and Encouragement

The Bicycle Task Force hopes to encourage more bicycle safety training. The Northbrook Police Community Relations Department does provide safety training and "Bicycle Rodeos" but only when requested. They have been averaging 4 to 5 times a year for cub scouts, boy and girl scouts. These training programs are usually held at schools where the scouts have usage agreements. Schools seldom, if ever, request bicycle training themselves because of limited time during the school day, conflicts between students bringing bicycles to school vs. their normal modes of transportation to school (e.g., bus, car pool, parent drop-off), and potential issues with liability. The Police Dept has offered to work with the Bicycle Task Force to present more bicycle training and to help set up a walk/bike to school day.

### Regional Efforts

- **Glenview**: While Glenview does not have a bike plan, the Village is working on the Techny Trail, along the railroad right-of-way that could connect with Northbrook
- **Deerfield**: The Village of Deerfield formed a Bicycle Path Task Force in October 2000. The Task force presented preliminary recommendations to the Deerfield Board of Trustees (which were ultimately approved) that primarily dealt with modifications to their Zoning Code and Comprehensive Plan with regards to new developments. In addition to their preliminary suggestions the Task Force has just recently forwarded some more detailed recommendations to the Deerfield Board of Trustees for review. These recommendations address issues such as infrastructure improvements, maps & signage, and bicycle education.
- **Northfield**: The Northfield Park District has indicated that some preliminary suggestions were recently made to the Village of Northfield with regards to the construction of a new trail that would extend north from Willow Road along the railroad/Com-Ed R-O-W, ultimately connecting with Northbrook's existing bike path (which basically runs from Happ Road to Dundee Road). This proposal ran into some neighborhood opposition and funding issues and was ultimately tabled by Northfield's Board of Trustees.
- **Evanston**: The City and its consultants are currently working on their bike plan. Numerous opportunities exist for connections to Evanston, including Grant Street, Central Park, East Prairie,

Church Street, Main Street and Howard Street. The North Shore Channel Trail currently terminates at Noyes Street in Evanston. Residential streets would link to Poplar and Wilmette's connection to the Green Bay Trail.

- **Wilmette:** Last year the Village Board adopted a two-tier route system. The route for less experienced riders is primarily along residential streets and signage will be installed in the coming months. The route for more experienced cyclists will be implemented as road conditions permit. The Green Bay Trail runs along the Union Pacific right-of-way from Lake Avenue in Wilmette north into Lake County. South of Lake Avenue, a multi-use path will be installed through downtown Wilmette, connecting to Poplar Street that runs south to Isabella Street in Evanston. Wilmette's route system also includes Ridge Road that becomes Gross Point Road through Evanston and Skokie.

#### **CONCLUSION:**

This plan is most important to help Illinois DOT and Cook County identify roads that need to be designed to accommodate bicycles during future road resurfacing and reconstruction projects. Of course, it is also important to identify the highest priority Village roads. We would expect any road project sponsor to accommodate Northbrook's Bicycle Plan. Consequently, this Plan identifies the Village's primary bicycle routes. We propose that the Village adopt this Plan and submit it to the Illinois DOT, and to Cook and Lake Counties so they are aware of the Village's expectations well in advance of their road planning activities. This Plan also identifies bicycle facility issues, alternatives and standards to be applied to the identified primary routes. We hope to work with the road project sponsors to incorporate these guidelines into their projects as early as possible.

This Plan serves as a starting point for a living document. During the next phase of this Northbrook Bicycle Planning effort we will identify costs and sources of funding that can be used to implement the plan. Traditionally, US DOT funds such as Transportation Enhancement and Congestion Mitigation Air Quality Funds have been used to implement bicycle and pedestrian accommodations on the Federal Aid roads. Current Federal legislation has expired but will likely be reauthorized soon. We will work with CATS and road project sponsors to identify costs and funding sources for projects programmed over the next 3 years. We will also update and include a list of bicycle rack/parking needs that was proposed in 2001, and propose funding. This may be done during the more detailed analysis of bicycle needs within the comprehensive plan subareas