

At Lee & Lake Cook Road there is a northbound crosswalk but no way to activate the stop light. You must wait for a car going northbound to stop traffic on Lake Cook.

Need to connect Skokie Trail at Lake Cook to trail that starts at Dundee near Mariano's.

No bike friendly access to rail trail bike path from Northbrook. Ideal is to connect to bike path at Dundee or have better bike friendly sidewalks on Skokie Blvd or Lake-Cook (through to Pflingsten)

I am a cycling enthusiast. I ride from one end of Northbrook to the other on organized rides, to other organizations, to the top and from work and home. The top priority needs to be safe South side of Northbrook.

At the very least, this trail needs to be completed from Lake Cook rd to Dundee.

Need to connect access from Lee rd from one cook to Lee rd at Dundee. There is no safe way to get to town from Williamsburg area. Cuts off the entire community to any paths trails and routes

Handwritten pink sticky note:
This is our dream about trail to the hills park

Handwritten orange sticky note:
Skokie rd at Dundee is very busy. Main road is very difficult to cross. Consider a bridge or overpass.

safer routes from northbrook to botanic gardens and further east to along Sheridan/Green Bay

To cross at Dundee and Skokie Blvd. is too busy and unsafe. I have to turn on a bike to cross the overpass of 94 while traffic is merging onto 94. I want to go to the bike trails by the garden and it is difficult to get there without driving my bike

The construction of the Bike trail through Dundee does not include a bridge over Dundee. A bridge is needed. The Bike trails require bikes to cross at Dundee and Midway. Cars at this intersection are always turning.

If I ride my bike from Dundee to the Botanic garden/botanic gardens and further east to along Sheridan/Green Bay the traffic and sidewalks on Dundee are not always safe crossing the busy intersection of Dundee and Skokie Blvd difficult without a straight shot from the west to the east

Dangerous conditions for pedestrians on Waukegan between Sherman/Walters due to sidewalks being so close to the road and drivers going too fast. Dangerous conditions, with shrubbery from the back of the lot blocking the view.

Wider sidewalks. Hard to walk on this road and dangerous to walk.

railway/track-bed as a trail

Direct access to trails that allows Northbrook residents to avoid dangerous intersections like Dundee and Skokie valley and Skokie valley to access.

APPENDIX B: PUBLIC ENGAGEMENT MATERIALS AND COMMENTS

put up under the signage for crosswalk stating cars should stop for pedestrians

WOODHILL DR
LINDEN RD
HILL RD

I live on the west side of Waukegan just south of Sherman and often run errands and go to work. I have a family that is especially active and I would like to mention a need for a trail to connect the village.

Handwritten yellow sticky note:
This is a great idea. I would like to see a trail that goes through the village and connects to the trails in the Skokie valley.

Handwritten pink sticky note:
This is a great idea. I would like to see a trail that goes through the village and connects to the trails in the Skokie valley.

put up under the signage for crosswalk stating cars should stop for pedestrians

put up under the signage for crosswalk stating cars should stop for pedestrians

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Appendix B: Public Engagement Materials and Comments

This plan appendix documents public meetings and comments received by the Village during the planning process, from in-person comments provided at public meetings and events, to online comments shared via the project website. During the course of the planning process, the following events and meetings took place:

- » Metra Station Pop-Up Event, October 4, 2017
- » Farmers’ Market Pop-Up Event, October 4, 2017
- » Autumnfest Pop-Up Event, October 7, 2017
- » Public Works Committee Meeting, October 24, 2017
- » Bicycle and Pedestrian Regulation Training, October 25, 2017
- » North Shore YMCA Pop-Up Event, October 26, 2017
- » North Shore Senior Center Pop-Up Event, October 31, 2017
- » Northbrook Public Library Pop-Up Event, November 1, 2017
- » Public Meeting 1, December 6, 2017
- » Public Works Committee Meeting, January 9, 2018
- » Technical Advisory Committee Meeting, February 13, 2018
- » Northbrook Public Library Pop-Up Event, April 3, 2018
- » Public Works Committee Meeting, April 3, 2018
- » Technical Advisory Committee Meeting, April 11, 2018
- » Bike Task Force Meeting, April 11, 2018
- » Public Meeting 2, May 2, 2018
- » Public Works Committee Meeting, May 22, 2018

The following materials are included in the appendix to document the information presented, input received, and/or minutes recorded at a number of key events during the planning process. Also included are comments received by Village Staff and the consultant team through email, the online survey, and the project website.

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October 24, 2017 Public Works Committee Meeting Minutes

**APPROVED
MINUTES OF THE
PUBLIC WORKS COMMITTEE
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS
October 24, 2017**

Call to Order

Chairman Israel called the Public Works Committee to order at 7:00 a.m. in the Terrace Conference Room of the Village Hall. Present: Chairman Israel, Trustee Buehler, and Trustee Han. A quorum was present. Also present: Village Manager Rich Nahrstadt, Village Engineer Matt Farmer, Capital Projects Manager Jeff Koza, Projects Engineer Jim Baxa, Assistant to the Village Manager Erik Jensen, Recorder Colleen Brunner, Tim Gustafson and Charlie Short from consulting firm Alta Planning + Design. There were no attendees in the audience.

Hear from the Audience

There was none.

Discussion of the Master Bicycle and Pedestrian Plan

Consultant Charlie Short gave a description of the places he's been to so far, including the Metra Station and Farmers Market. He also explained that he is scheduled to present at the YMCA, North Shore Senior Center, and the Northbrook Library. The survey is still available on the website and 137 respondents have given feedback.

Trustee Han stated that we should focus on remaining transparent in the planning process and inquired whether residents have expressed concern. Tim Gustafson stated that he has not received negative feedback with our procedure, and feels that a more transparent process allows the consultant team to vet potential project issues so that the complications are less of a surprise when the project moves to the implementation stage in later years. Trustee Han also stated that having lived in the City of Chicago, and having friends who are pro-bike, he feels many Chicago residents would like to get to Northbrook, either to visit or move. He inquired what can be done to attract more people from Chicago. Trustee Han also expressed an interest in making Northbrook a bike destination for people headed to/from Lake County or Wisconsin.

Trustee Israel stated that many years ago we put dashes onto a map indicating proposed bicycle routes on IDOT roads to monument them for when IDOT came through to do roadway improvements. Having a plan in place makes a big difference when IDOT asks if their section of roadway is part of a trail system. He stated that the hope was the Village could garner funding and establish some right-of-way into bicycle improvements on IDOT projects. When looking at work on Dundee, IDOT took the Village's plan into consideration. Trustee Israel mentioned that the Village is home to the Velodrome, and wants to



encourage and increase ridership through interactions with the North Shore schools. He stated that getting students to participate in “Bike to School” events can be challenging, as parents may have concerns. He stated that it would be good to see more people walking and bicycling to the Metra station, that East-West connectivity is as important as North-South connections to the adjacent trails, and working with IDOT to see a path on Dundee Road would be a great opportunity.

Trustee Buehler also expressed support for a path on Dundee Road stating that it could be possible to cross the Edens Expressway (I-94) on Dundee and get to the North Branch Trail in the Chicago Botanic Garden. On the west side of town, using the sidewalk on Dundee you can almost get to the Des Plaines River Trail. On the SW corner of the Village, Willow and Sanders is a regional pinch point. There is no sidewalk on Willow west of Sanders and Willow is a high volume road. Trustee Buehler mentioned that integration of facilities with the Forest Preserve District of Cook County (FPDCC) is of interest (e.g. the Des Plaines River Trail and North Branch Trail), and that some people use residential subdivisions (near Techny and Sanders) to get to trails. He mentioned that crossing Dundee Road to get to the trail on the road’s south side is challenging. Trustee Buehler stated that the plan should integrate with other plans, including connections to Deerfield and Glenview, and find ways to improve east-west travel for walking and bicycling. He also expressed interest in learning from realtors the importance of making Northbrook approachable to younger families moving from the City of Chicago. He’s interested in knowing if families who are considering moving are seeking bicycle facilities as a selling point. Trustee Buehler also emphasized the importance of finding ways to improve connections to Metra and Pace.

Trustee Buehler stated that trail and sidewalk accessibility changes seasonally and that snow in the winter can make walking and bicycling difficult. He mentioned that seasonal expectations within the community vary and that the Village plows sidewalks along arterial roadways, which helps. He stated that one challenge the Village encounters is snow clearing where commercial properties abut public rights-of-way (e.g. Shermer Road).

Regarding Cook County Highways, Trustee Buehler stated that the Village has had some success with improving maintenance, but experienced challenges associated with assuming maintenance responsibility of some Cook County Highways. For example, there have been discussions about a potential jurisdictional transfer of Sunset Ridge to Village jurisdiction. This has not happened due to the County’s policy of maintaining regional connectivity in the network. He stated that when the Village hears complaints for maintenance on roadways under other jurisdiction, the Village is limited in its ability to address these concerns.

Lastly, Trustee Buehler stated that the Park District has collected a lot of survey data concerning bicycling and pedestrian activities, and inquired whether the District would share with the Village consultant team when it is available.

After the discussion about existing conditions, Tim Gustafson with Alta Planning + Design reviewed some preliminary key themes that will be the focus of the Master Bicycle and Pedestrian Plan.

One objective in the analysis is to help increase awareness of the various levels of jurisdiction, responsibility, identify other agencies/stakeholders who may have facilities (e.g. Velodrome), and improve coordination between these agencies. As a historical point of reference Trustee Buehler pointed out that the County has stakeholders in support of equestrian recreation. Additionally, the bicycling community recently spoke out in support of the Velodrome and raised funds to pay for repairs.

Another objective of the analysis is to emphasize the role of pedestrian accessibility among senior citizens as a stakeholder group. Trustee Israel stated that he was not sure how integrated the senior community is within the Technical Advisory Group. He noted there are several senior housing developments such as Covenant Village, the Lodge, and Crescent Village within Northbrook. Trustee Israel stated that each of these senior groups have private transportation connections to the larger Pace structure, and expressed interest in coordinating these shuttles with Village sponsorship so that the Village can support a community that can age in place.

ADJOURN

At 8:10 a.m. Trustee Buehler moved to adjourn the meeting, seconded by Trustee Han. On voice vote, all were in favor.

Respectfully submitted,
Matt Farmer, Village Engineer



January 9, 2018 Public Works Committee Meeting Minutes

APPROVED
MINUTES OF THE
PUBLIC WORKS COMMITTEE
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS
January 9, 2018

Call to Order

Chairman Israel called the Public Works Committee to order at 6:00 p.m. in the Terrace Conference Room of the Village Hall. Present: Chairman Israel, Trustee Buehler, and Trustee Han. A quorum was present. Also present: Village Manger Rich Nahrstadt, Village Clerk Debbie Ford, Public Works Director Kelly Hamill, Village Engineer Matt Farmer, Assistant Public Works Director Matt Morrison, Capital Projects Manager Jeff Koza, Projects Engineer Jim Baxa, Assistant to the Village Manager Erik Jensen, Assistant to the Village Manager Madeline Farrell, Tim Gustafson and Charlie Short from consulting firm Alta Planning + Design. Attendees in the audience included resident Doug Gerleman.

Hear from the Audience

There was none.

Discussion of the Master Bicycle and Pedestrian Plan

The purpose of the meeting was to discuss the Draft Existing Conditions Report, draft preliminary findings, project schedule for drafting of the Master Bicycle and Pedestrian Plan and discuss Attachment C, which covers the public comments gathered during the plan process. The Draft Existing Conditions Report was shared with members of the Technical Advisory Committee to provide additional feedback. The project website was updated and the Draft Existing Conditions Report was made available for public review.

The Trustees generally concurred with the preliminary findings identified in the Draft Existing Conditions Report Chapter. The trustees provided comments on the Draft Existing Conditions Report which establishes a baseline for recommendations. The Trustees and Village staff noted that some sidewalk gaps remain due to feasibility/cost constraints and lack of right-of-way. The Trustees also stated that the engineering currently under way for the Skokie Valley Trail has increased the general level of interest for preparing a Master Plan.

The Trustees and staff had several comments and requested the following key changes to the Draft Existing Conditions Report:

- Identify Northbrook Court as a gateway into the Village and address arrow alignment issues by moving roadway labels, if possible.
- Show all public sidewalks in sidewalk maps (there are some missing from the report).
- Update the level of traffic stress map to clarify the role of trails – the current color of brown as indicated on the map is unlabeled and/or unclear to the reader.
- Identify key sidewalk gaps as well as gaps in the sidewalk network that lead in and out of Northbrook.

- Enlarge map on page 9 showing existing pedestrian facilities.
- Determine whether Pace bus shelter information can be shown on the transit map for added information.
- Show trails beyond Northbrook borders in a different color.

The Trustees requested that the draft plan include recommendations for education and enforcement in addition to infrastructure improvements and changes. The Trustees discussed the potential for education and enforcement recommendations within the limitations of the Village with regard to traffic safety and adjudication. They emphasized a desire for improvements that also impact driver behavior, as the Draft Recommendations should consider the behavior of bicyclists and pedestrians when mixed with motorists. Overall behavior that impacts comfort and safety of all roadway users is a concern.

Village staff stated that this would be researched as plan recommendations are developed. The trustees generally expressed support for infrastructure improvements that would calm traffic for improved walking and bicycling, but stressed the importance of maintaining network connectivity and access for all roadway users.

The Trustees and Village staff requested the consultant coordinate with the Park District for walking and bicycling improvements within Park District jurisdiction, as well as reach out to neighboring municipalities for review. Resident Doug Gerleman requested that Lake Cook TMA be included in the review of the Existing Conditions Report and coordinate with local municipalities.

The Trustees and staff requested the following items be included in the Infrastructure/Program recommendations chapter of the Master Plan:

- Consider Northbrook Ct. Changes when developing the final plan.
- Outline improvements and technology that may be used in individual projects.
- Pedestrian and bicycle counts may be needed prior to construction of new facilities.
- Provide direction for residents to report issues on Northbrook maintained paths.
- Motorist/Bicyclist/Pedestrian behavior should be included.
- Identify gaps in the sidewalk network that might be installed in the future.
- Update the existing Sidewalk Policy

The consultants requested that the trustees provide any additional written comments by January 19th. Lastly, the consultant updated the group on the proposed schedule for the remaining plan tasks.

ADJOURN

At 7:10 p.m. Trustee Buehler moved to adjourn the meeting, seconded by Trustee Han. On voice vote, all were in favor.

Respectfully submitted,
 Matt Farmer, Village Engineer

April 3, 2018 Public Works Committee Meeting Minutes

APPROVED
MINUTES OF THE
PUBLIC WORKS COMMITTEE
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS
April 3, 2018

Call to Order

Chairman Israel called the Public Works Committee to order at 6:00 p.m. in the Terrace Room of the Village Hall. Present: Chairman Bob Israel, Trustee AC Buehler, and Trustee Jason Han. A quorum was present. Also present: Public Works Director Kelly Hamill, Village Engineer Matt Farmer, Special Projects Engineer Jim Baxa, Bike Task Force Member Tom Tebbe, and Paul Wojciechowski from the Village consulting firm Alta Planning + Design. Six (6) Attendees were in the audience.

Hear from the Audience

One resident in attendance, Scott Schoultus, was there to hear about actions in the northwest corner of the Village. It has poor connectivity to the rest of the Village due to the tollway and Sanders Road.

Molly Becker, a student that attends Maple School, stated that a safe crossing is needed in the plan across Pfingsten Road at Kingston Road.

Discussion of the Master Bicycle and Pedestrian Plan

The purpose of the meeting was to discuss the Draft Bicycle and Pedestrian Master Plan including a review of community engagement activities taking place in the coming weeks, the outline for the final plan, review of recommendations, discussion on the Bike Task Force and PW Committee actions in the plan and implementation. The Draft Plan was shared with members of the Public Works (PW) Committee as well as the Technical Advisory Committee to provide additional feedback. These items have been posted on the Village website since last week.

Mr. Wojciechowski introduced himself as Principal in charge of the area for Alta Planning + Design. He explained that the Chicago office has been closed as of March 28, and the staff in the office including Tim Gustafson was released from employment. Charlie Short was laid off in February. Wojciechowski explained that he has been involved in the project since the beginning and has reviewed all material before it was released from Alta. He will assume the role of Project Manager and will serve the Village in delivering the project to the expectations set in the scope.

Mr. Wojciechowski began by describing the pop-up event at the library today that took place from 2:30 to 5:15 p.m. Twenty-two people visited his table and the discussions were all positive and supportive of the plan. Following tonight's meeting there will be an April 11, 2018 presentation to the Bike Task Force (BTF), as well as the Technical Advisory Committee. May 2, 2018 will be the next open house to present the Draft Plan, with any revisions discussed tonight or from subsequent meetings next

week. May 22, 2018 is tentatively scheduled for the next P.W. Committee Meeting and June 12, 2018 as a final presentation to the Board of Trustees.

Mr. Wojciechowski stated that the pedestrian focus is primarily in the Plan at the intersections, which was mentioned by numerous residents in written comments and discussions. Sidewalks along streets are addressed in most cases, but the proposed trail and side paths locations will also address pedestrian connections. For bikeway elements the community prefers separation of bikeways from traffic which leads to numerous recommendations for side paths along the higher traffic roads to address the widest range of users possible. There are a minimal amount of shared road recommendations. However, there are many streets in the plan with a 20 MPH posted speed limit in Northbrook which is the optimal speed for sharing the road, as well as for Bicycle Boulevards. Wojciechowski explained that Bicycle Boulevards are low speed and low volume streets that use signing and striping. The remainder of the recommendations are bike lanes, buffered bike lanes, and separated bike lanes. Generally speaking, the more separation from the roadway, the more expensive the option becomes.

Next, Mr. Wojciechowski began the discussion on Programs and Policies as the non-infrastructure aspects of the Plan. Data Management is important and GIS should be updated for public use that will track the implementation of infrastructure. The discussion transitioned to the Bike/Ped. Coordinator recommendation and Wojciechowski described the duties of a Bicycle Pedestrian Coordinator. This position varies from each municipality depending on how the municipality would justify this focused position. Since the plan recommends both infrastructure and programs, in Northbrook this position may be shared by Village/Park District. Public Works is a good place for the engineering and construction, but other responsibilities of the 6 E's are better suited for other departments.

Trustee Han stated that this position is important to moving the plan forward successfully.

Director of Public Works Kelly Hamill noted that as we move through the plan we can find ways for the Bike Task Force to help. If we were to start significant work right away we wouldn't have the staff to drive the project. If this plan advances quickly we will need to discuss the benefits of this position more specifically, but we are not there yet. Wojciechowski stated that plans that don't have a coordinator or a person that is championing the plan often have a plan that is unsuccessful. Trustee Israel felt that the way this position is written looks like it is a new full-time position. We should write it as a stepped approach and consider the position down the road. All present agreed to revise this section to reflect a stepped approach to the position.



Trustee Buehler asked how count locations were determined that are identified on page 40 of the Plan. Mr. Wojciechowski noted that the locations in the plan are based on proposed improvements and high-level location selection. Counts can be automated or collected using personnel (staff, volunteers, or BTF). Director Hamill noted that we can use count data to track pedestrian and bicycle traffic prior to and after construction of a project. Counts could show us if the area needs an improvement and if the proposed bikeway type is appropriate on a particular street. In order to have continuous paths, we need to determine the pieces and build segments one by one. It is not likely that the construction of the paths will be built adjacent to each other. The paths will be pieced together like a puzzle over time.

Trustee Buehler noted that in the Recommendations chapter the actual recommendations need to be moved in front of the pictures of the facility types (move pages 62-66 to before page 55). Mr. Farmer commented that staff will also verify there are no facility classifications shown on page 55-61 that are not listed in table 8. There are other facility types available not listed in table 8, but these will only be shown in the appendix since they are not specifically proposed in this Plan.

After discussion of the Recommendations chapter, Mr. Wojciechowski described the proposed scope of the current Northbrook Bike Task Force (BTF). Trustee Israel asked how the BTF will react to including pedestrians as part of their scope. Project Engineer Jim Baxa stated that this concept has been discussed for quite a while in the BTF meetings, and is generally considered to be a positive adjustment. The BTF will also identify priorities, look at the overall Plan compared to the CIP, and make recommendations to the Public Works Committee. Mr. Tebbe of the BTF agreed that the group is open to the change of including pedestrian access to the scope of the task force. Trustee Israel felt that BTF would be well suited to identify certain projects and rank them for review of the PW Committee. Trustee Buehler explained that a task force has options not available to a commission according to the municipal code. The BTF has the ability to change scope, number of people, and evolve depending on the need. When the BTF makes recommendations, the PW Committee will consider the recommendations and make adjustments if needed. Trustee Israel recommended the Park District, YMCA, and School Districts be invited to attend the BTF. He also stated that the BTF can prioritize projects based on goals and objectives, but staff also needs to look for good opportunities that present themselves. The BTF will not be the lead on any particular scope items, but they will be a good resource to support staff where applicable. Also, Public/Private is not something that the Village should pursue since private partnership is difficult to secure. However, we should definitely pursue public partnerships once the Plan is complete. Trustee Han suggested that the BTF might be able to help locate and vet

potential candidates for the Bike Coordinator position if this becomes a position needed by the Village. The BTF could also identify a few early action projects.

Trustee Israel would like the last bullet of P. 39 modified to better describe what “Activate Northbrook Pilot Project” means. Wojciechowski explained that the “Activate Northbrook Pilot Project” is essentially a project identified to be constructed in the near future from the Plan. Trustee Han suggested we do a high profile project that will set the plan off in a good direction. This project could be the buffered bike lane on Shermer from Techny to Meadow. After further discussion all felt that the BTF should provide projects for early construction.

Director Hamill asked the committee what level of involvement they would like the PW Committee to have. Trustee Israel stated that he would like the PW Committee to be updated with what the BTF is doing and what projects they are supporting. The PW Committee would have final say of how to move the Plan forward. Trustee Buehler said that he would like more information after the BTF suggests projects that are part of the CIP. Also, the Engineering Department is the best place for the design and construction of projects. The BTF should remain under the PW Committee oversight.

Mr. Wojciechowski described that the prioritization method uses the goals and objectives defined during the early stages of Plan development. He expects this list to evolve based on opportunities and BTF input of priorities. Trustee Han suggested a visually prominent project to be done soon. Visually prominent projects include improvements near the Maple School. Director Hamill stated that Village staff will start looking at projects in the CIP to see what can be done early that won't be expensive. Staff will also look at projects that involve County/School/IDOT/Park District to get their input and support.

Trustee Israel said that the more we encourage kids to bike and provide opportunity for safe rides, the more they will want to participate. Also, we need to be opportunistic when selecting projects. Wojciechowski emphasized that all recommendations are based on the 6 E's of biking and walking: Engineering, Education, Encouragement, Enforcement, Evaluation and Equity. Director Hamill noted that to accomplish the 6 E's, staff will need support from the school districts, park district, and others in the community. The Public Works Department is best suited to be engineering, construction, and maintenance focused.

Trustee Israel asked for a Motion to Adjourn. Trustee Buehler made the motion and Trustee Han seconded the motion. The meeting was closed at 8:09 p.m.

Respectfully submitted,
Matt Farmer, Village Engineer



May 22, 2018 Public Works Committee Meeting Minutes

APPROVED
MINUTES OF THE
PUBLIC WORKS COMMITTEE
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS
May 22, 2018

Call to Order

Chairman Israel called the Public Works Committee to order at 6:00 p.m. in the Terrace Room of the Village Hall. Present: Chairman Bob Israel, Trustee AC Buehler, and Trustee Jason Han. A quorum was present. Also present: Public Works Director Kelly Hamill, Village Engineer Matt Farmer, and Assistant to the Village Manager, Erik Jensen, Assistant Public Works Director, Matt Morrison. Attendees from the audience were Sheila Czajka, Rich Czajka, and Mitchell Brumwell.

Hear from the Audience

None.

Discussion of the Master Bicycle and Pedestrian Plan

The purpose of this meeting (No.4) were as follows: 1) to discuss the Public Open House on May 2, 2018; 2) Recommended changes to Draft Master Bicycle and Pedestrian Plan, highlighted with a power point presentation; 3) Seek approval of the Final Draft Master Bicycle and Pedestrian Plan.

The Public Open House on May 2nd only had 7 attendees but the previous Open House had 36. Bad weather may have been a factor that evening. There was an open format from 6-7 p.m. and a presentation from 7-7:30 p.m. The boards that were displayed at the Open House were present at tonight's meeting.

Village Engineer Farmer gave an overview of the planned discussion regarding the changes to the Draft Bicycle and Pedestrian Master Plan. Discussion will include the five chapters of the plan.

(Chapter 1) - Plan Overview: Contained minor grammatical corrections.

(Chapter 2) – Public Engagement: Changed title to the Open House and grammar corrections.

(Chapter 3) – Existing Conditions: Added information on the Velodrome and Park District as well as updated Winter Maintenance and ADA information.

(Chapter 4) – Recommendations: The Bicycle and Pedestrian Coordinator position was a complete rewrite. Trustee Israel asked if everyone had read the passage and was ok with the content. Public Works Director Hamill thought an overall lead to guide the plan was needed. Trustee Han thinks the Bicycle and Pedestrian Coordinator should be considered for the lead. He stated that the level of the commitment to the Plan may require hiring a part or full time Bicycle Coordinator and wants to change the level of implementation of the Plan. Trustee Buehler stated that it is the duty of the Village Manager to make a recommendation if the existing staff member becomes overburdened with his/her

responsibilities. Trustee Israel stated that he is trying to frame this up in a way similar to the Storm Water Management Plan. A storm water management position was not created to implement the plan but consultants were pulled in as needed. He would like to see the Bicycle Task Force work with Staff and later determine if additional staff is required. Trustee Han thinks it should be one person, part time or full time, to coordinate everything and asked that it be reflected in the report. Final consensus was that Public Works has the current responsibilities for the Plan. The Bicycle Task Force will work with Public Works where it currently resides. The Task Force should not lead the tasks, but assist, identify, and guide Public Works in their jurisdiction. Trustee Israel will have a conversation with President Frum to look at the makeup of the Task Force. No representative from the Bicycle Task Force was present at tonight's meeting.

The audience at tonight's meeting asked that a public bench or picnic table be placed nearby the designated bicycle parking areas for riders to rest. An audience member stated that the train station has available bicycle parking and he felt it was only necessary to bring in temporary bicycle stands for public events.

Trustee Israel noted that Bicycle Boulevard Networks are not just chevrons on the ground. They have bump outs and other physical features. They adjust the pavement and control the speed. Trustee Israel said the term Bicycle Boulevard was confusing. He stated that the Commission has to be careful about how the term is used. Trustee Buehler suggests consistency across terminology. Clarification is necessary to identify bicycle boulevards or shared road with chevrons and signage. Trustee Israel questioned if Shermer Road meets the description for a Bicycle Boulevard. Public Works Director Kelly Hamill suggests verbiage saying, "The final design is subject to potential modification based on the highest and best use of the facility at the time of construction." Village Engineer Matt Farmer will have the language reflect to adjust facility type when it comes time to design.

At tonight's meeting, a slide was presented showing covered bicycle parking and other smaller bicycle parking spots around town. Village Engineer Matt Farmer shared that in the Appendix there were examples of ordinances that other communities have passed.

The proposed infrastructure network was updated. The Bicycle Boulevards were the biggest change.

(Chapter 5) – Implementation of the plan included that the project prioritization was adjusted. Opportunities can change over time. The prioritized projects need not be accomplished in any specific order. The plan recommendations and planning level concepts are subject to further evaluation of prioritization, funding, and constructability (P. 82).



Trustee Israel asked that on P.57 after “scope and scale” we want to add something to say that, “With the implementation of a Bicycle Plan, IDOT and other agencies will be obligated to provide accommodations for bicycles and pedestrians to which the Village can be a part.” Trustee Israel states that it may help offset some of the costs herein. Trustee Israel wants to remind IDOT that we are looking for shared opportunities. Trustee Han suggests adding the verbiage to the second to the last paragraph.

Village Engineer Matt Farmer states that minor changes have been made tonight and asked if the Plan needed to be brought back to the Public Works Committee. Trustee Israel asked for the costs to be broken down between Northbrook’s costs and other agency costs. Trustee Israel thanked Public Works for their efforts. The audience said they felt comfortable with the facts that they were hearing tonight.

The next step is to bring the Plan to the Board. A motion was made and seconded to bring the Bicycle Master Pedestrian Plan and recommend approval to the Village Board of Trustees. Trustee Israel will speak with President Frum to see how she would like the Plan presented, whether the Board would like to see the Plan first and have a chance to study it. Trustee Israel reported that he will be out of town June 12 – July 4 and suggest moving the item to the July agenda.

Trustee Israel asked for a Motion to Adjourn. Trustee Buehler made the motion and Trustee Han seconded the motion. The meeting was closed at 7:20 p.m.

Respectfully submitted,
Sue Anetsberger,
Recorder



***WELCOME! PLEASE FEEL FREE TO REVIEW THE EXHIBITS
THE PRESENTATION WILL BEGIN AT 6:00 PM***

VILLAGE OF NORTHBROOK

MASTER BICYCLE AND PEDESTRIAN PLAN

DRAFT EXISTING CONDITIONS REPORT
AND PUBLIC MEETING

***WELCOME! PLEASE FEEL FREE TO REVIEW THE EXHIBITS
THE PRESENTATION WILL BEGIN AT 6:00 PM***

VILLAGE OF NORTHBROOK | DECEMBER 6, 2017



TONIGHT'S AGENDA

- Introductions
- Overview of the Village Master Bicycle and Pedestrian Plan
- Review Existing Conditions
- Common Themes
- Next Steps
- Questions and Discussion

VILLAGE OF NORTHBROOK | DECEMBER 6, 2017





INTRODUCTIONS

- Alta Planning + Design
- Christopher B. Burke Engineering
- Public Works Committee
- Technical Advisory Committee
- Online Engagement
- In-person Engagement



VILLAGE OF NORTHBROOK | DECEMBER 6, 2017



PLAN VISION STATEMENT

OVERVIEW

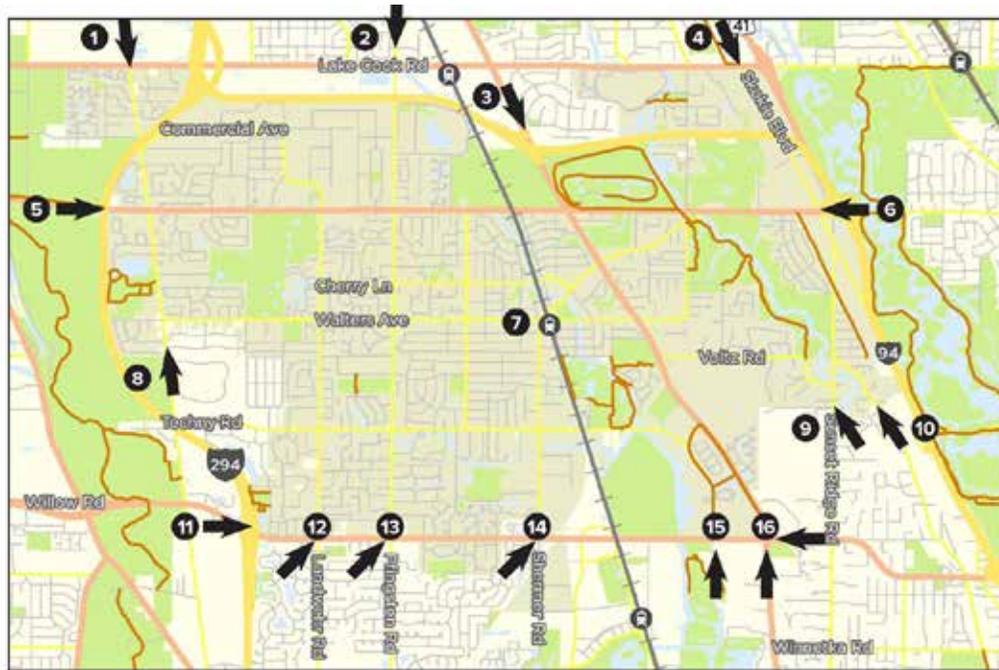
The Village of Northbrook is a community where:

- Walking and bicycling are convenient and enjoyable ways to travel
- Our transportation system prioritizes the comfort, safety, and accessibility for everyone
- Everyone is a pedestrian or a bicyclist at some point during their day, and walking and bicycling are a logical, integral, and fun part of living, working, and playing in Northbrook
- We are connected to our neighbors, trails, and regional destinations through a comprehensive network of streets, sidewalks, trails, and intersections that accommodate people of all ages and abilities

VILLAGE OF NORTHBROOK | DECEMBER 6, 2017

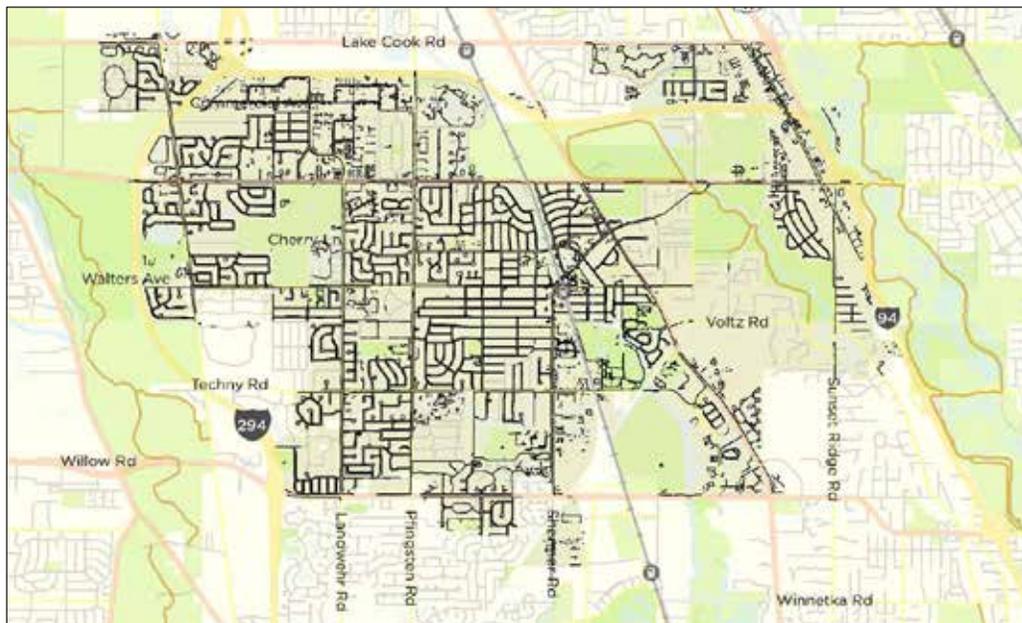


EXISTING CONDITIONS: GATEWAYS



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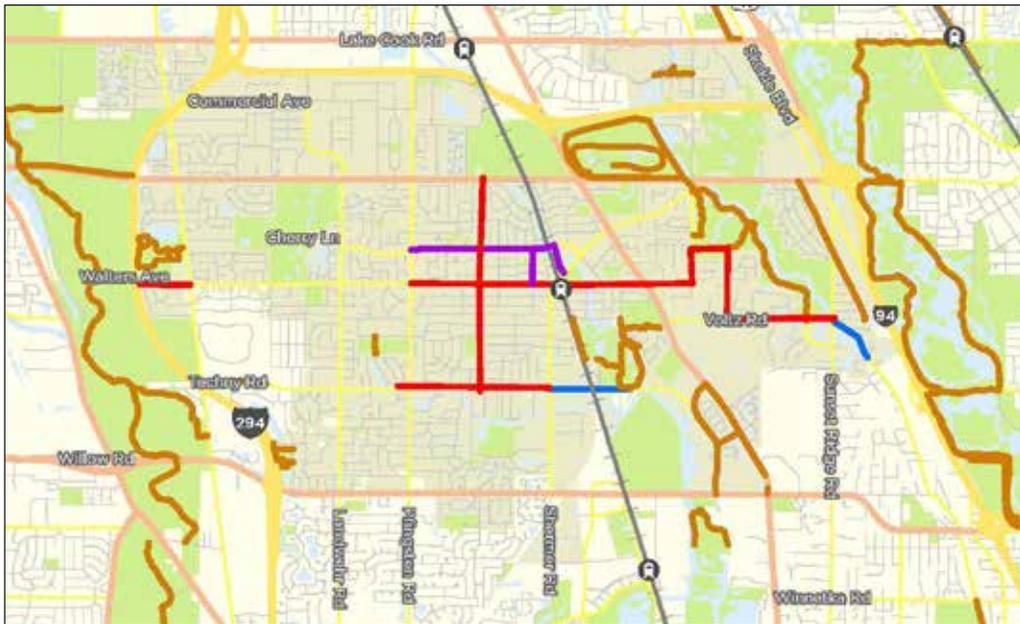
EXISTING CONDITIONS: SIDEWALKS



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EXISTING CONDITIONS: BICYCLE FACILITIES



EXISTING CONDITIONS

STRESS



- Rates a roadway stress level from the perspective of the bicyclist
- Based on roadway width, posted speed, and number of lanes (and presence of bike lanes)



EXISTING CONDITIONS

STRESS

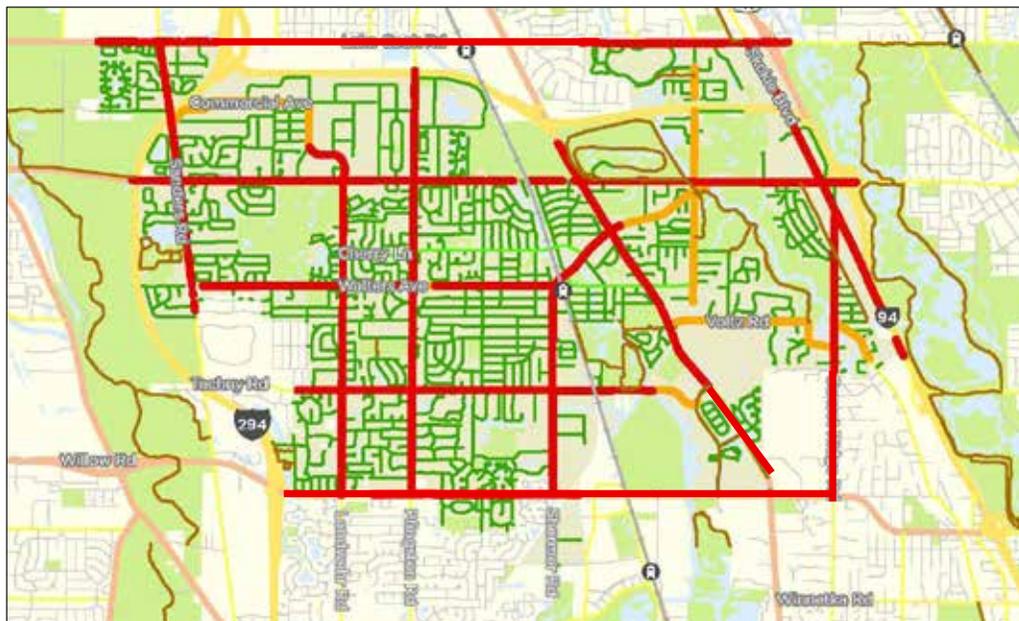
Stress Level When Bicycling

Comfortable for the majority of children and adults

Stressful for nearly everyone

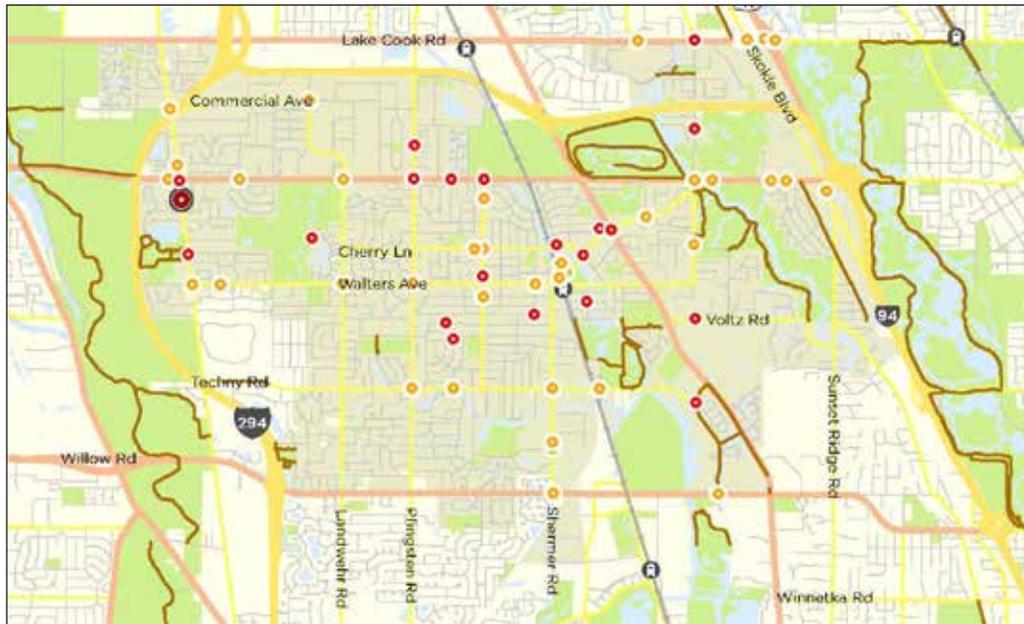
Number of Travel Lanes	Traffic Volume (AADT)	Shared Street		
		<= 25 mph	30 mph	> 35 mph
2 Lanes (residential)	No data	1	2	4
2 - 3 Lanes	<=3k	1	2	4
	3k - 10k	2	3	4
	10k - 20k	3	4	4
4 - 5 Lanes	<=3k	2	4	4
	3k - 10k	3	4	4
	10k - 20k	4	4	4
6+ Lanes	>20k	4	4	4
	All volumes	4	4	4

LEVEL OF TRAFFIC STRESS





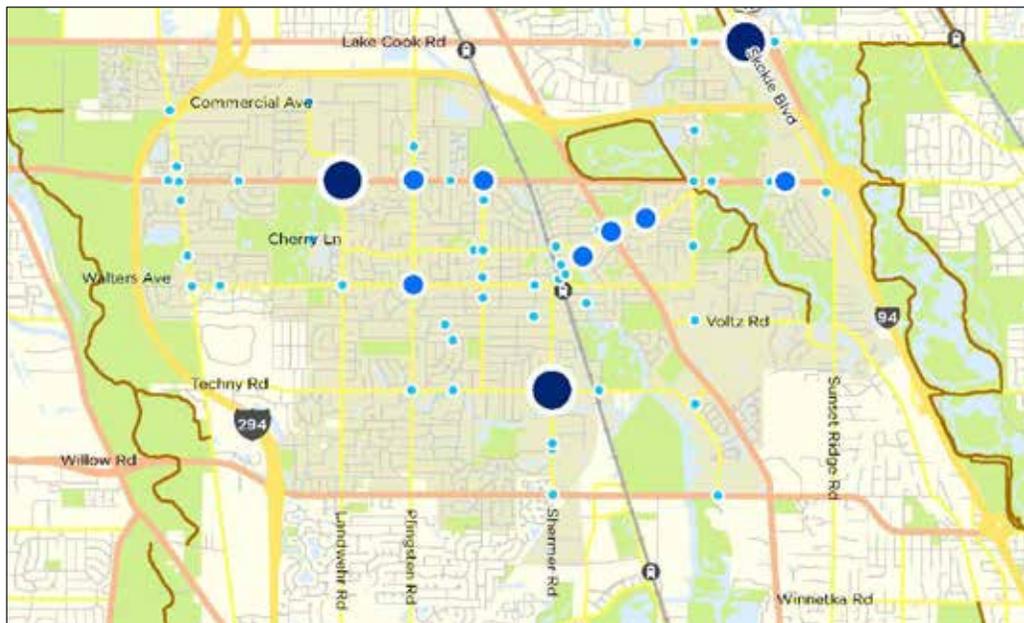
BICYCLE AND PEDESTRIAN CRASHES BY SEVERITY



VILLAGE OF NORTHBROOK | DECEMBER 6, 2017



BICYCLE AND PEDESTRIAN CRASHES BY FREQUENCY

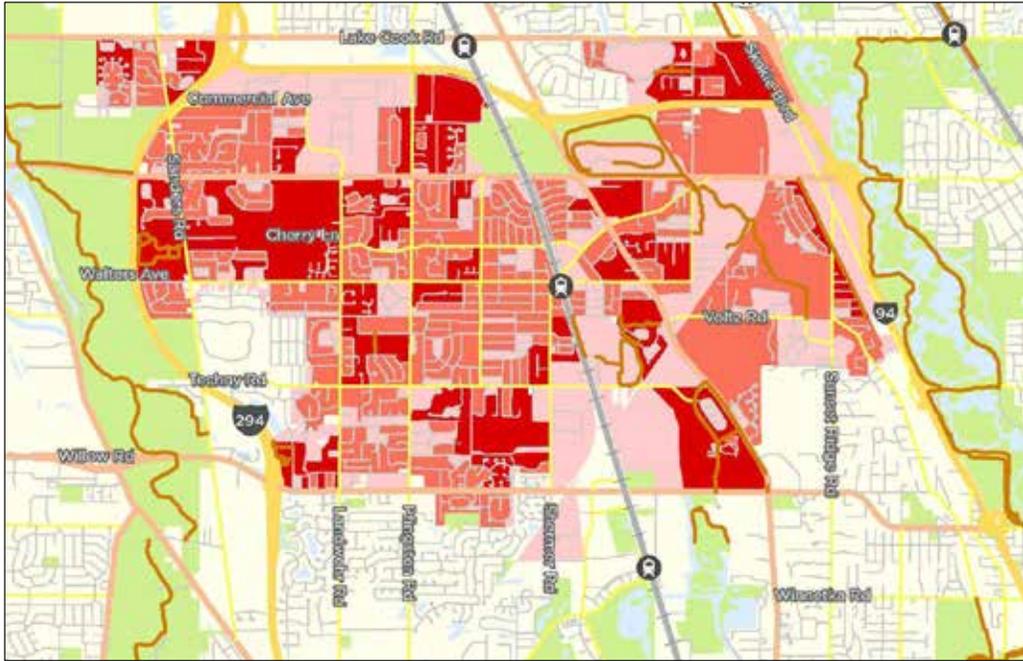


VILLAGE OF NORTHBROOK | DECEMBER 6, 2017





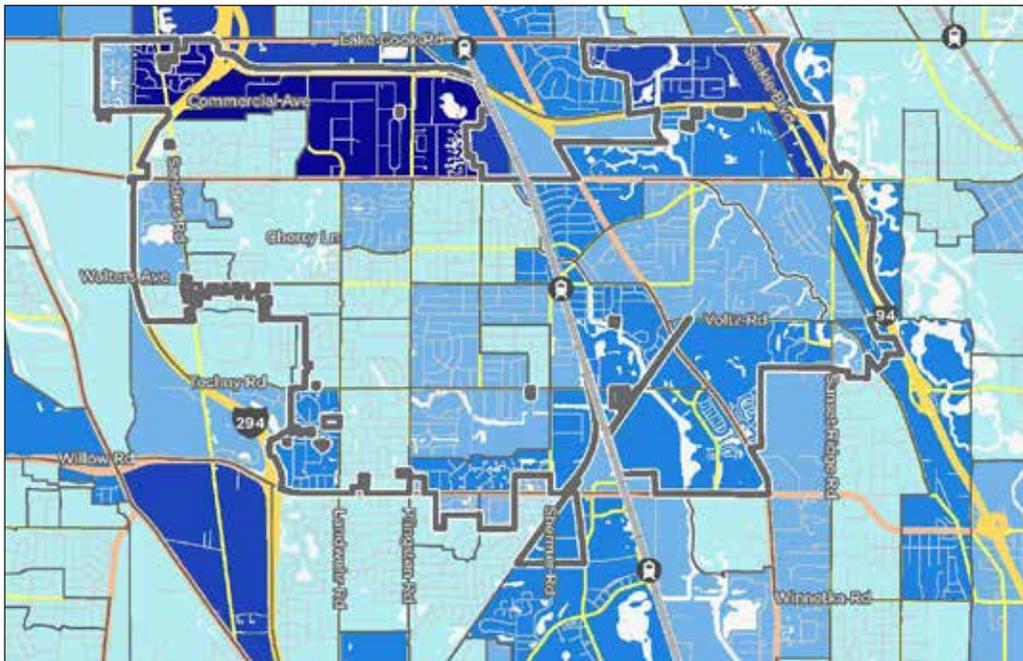
ORIGINS & DESTINATIONS: RESIDENTIAL AREAS



VILLAGE OF NORTHBROOK | DECEMBER 6, 2017



ORIGINS & DESTINATIONS: EMPLOYMENT

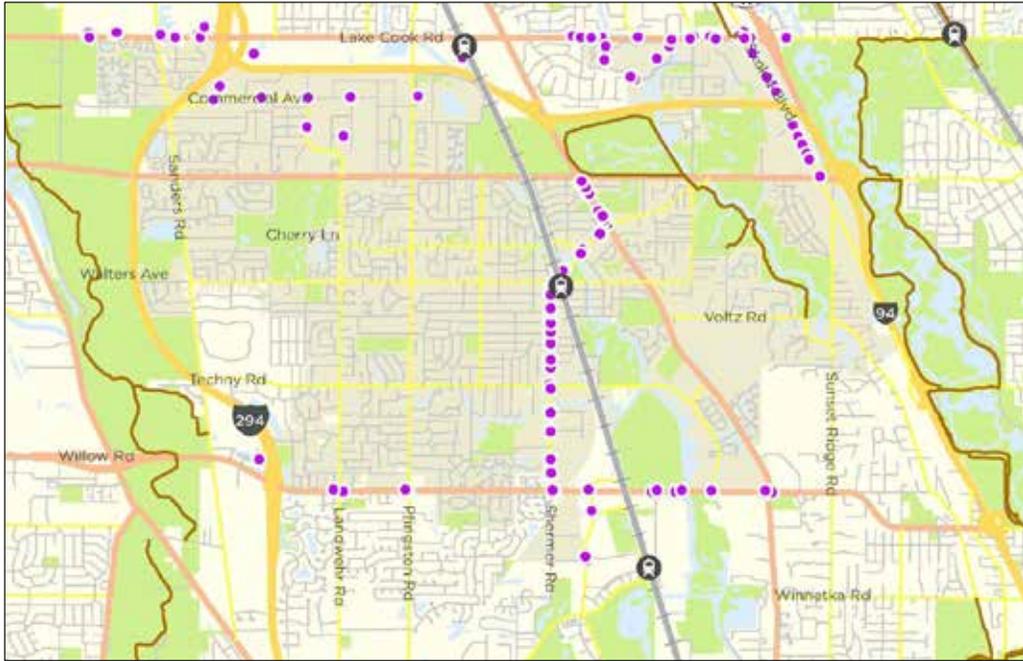


VILLAGE OF NORTHBROOK | DECEMBER 6, 2017





ORIGINS & DESTINATIONS: PACE & METRA



VILLAGE OF NORTHBROOK | DECEMBER 6, 2017

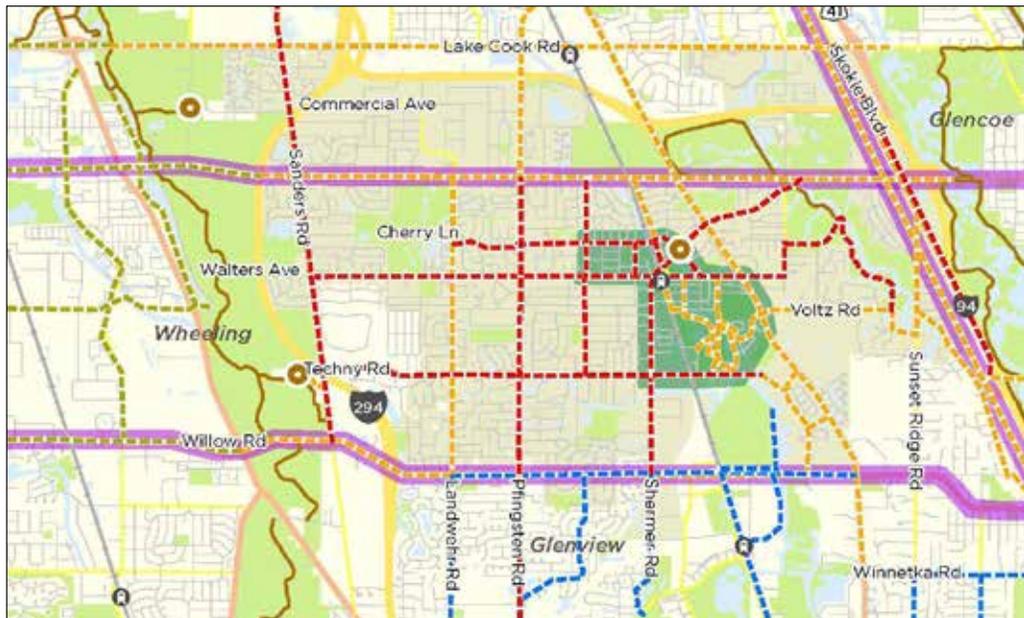


ORIGINS & DESTINATIONS: SCHOOLS & PARKS



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PLAN REVIEW, REGIONAL CONTEXT

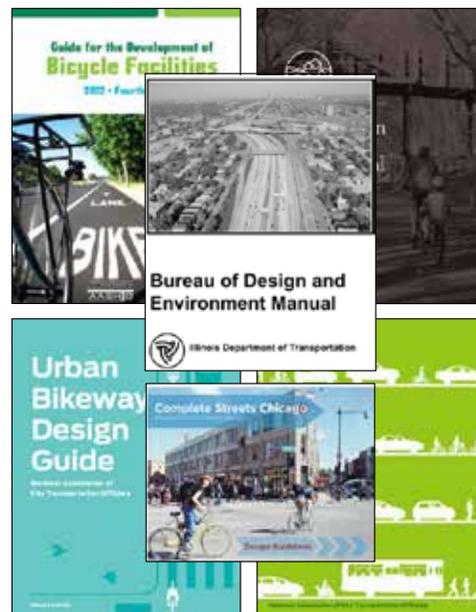


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EXISTING CONDITIONS

DESIGN GUIDELINES

- **AASHTO** Guide for the Development of Bicycle Facilities
- **NACTO** Urban Bikeway Design Guide
- **NACTO** Urban Street Design Guide
- **FHWA** Small Town and Rural Multimodal Networks Guide
- **IDOT** Bureau of Design and Environment Manual
- **CDOT** Complete Streets Chicago Design Guidelines



VILLAGE OF NORTHBROOK | DECEMBER 6, 2017





EXISTING CONDITIONS

POLICY REVIEW

- How does the Village repair and replace roadways, signs, and pavement markings
- How and when does the Village sweep and plow streets and sidewalks
- How does the Village repair and replace broken sidewalks
- How do schools encourage and support walking and bicycling
- When and how are new facilities installed



VILLAGE OF NORTHBROOK | DECEMBER 6, 2017



EXISTING CONDITIONS

CROSSWALK GUIDANCE

LEGEND	
Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X

PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE At unsignalized locations		Local Streets 15-25 mph			Collector Streets 25-30 mph			Arterial Streets 30-45 mph					
		2 lane	3 lane	2 lane with median refuge	3 lane	2 lane	2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge
1	Crosswalk Only (high visibility)	✓	✓			X			X	X	X	X	X
2	Crosswalk with warning signage and yield lines		✓	✓	✓	✓			X	X	X	X	X
3	Stop Sign Controlled	✓	✓						X	X	X	X	X
4	Active Warning Beacon (RRFB)	X		✓	✓	✓	✓	✓	X	✓	X	X	X
5	Hybrid Beacon	X	X					✓	✓	✓	✓	✓	✓
6	Full Traffic Signal	X	X						✓	✓	✓	✓	✓
7	Grade separation	X	X				X		✓	✓	✓	✓	✓

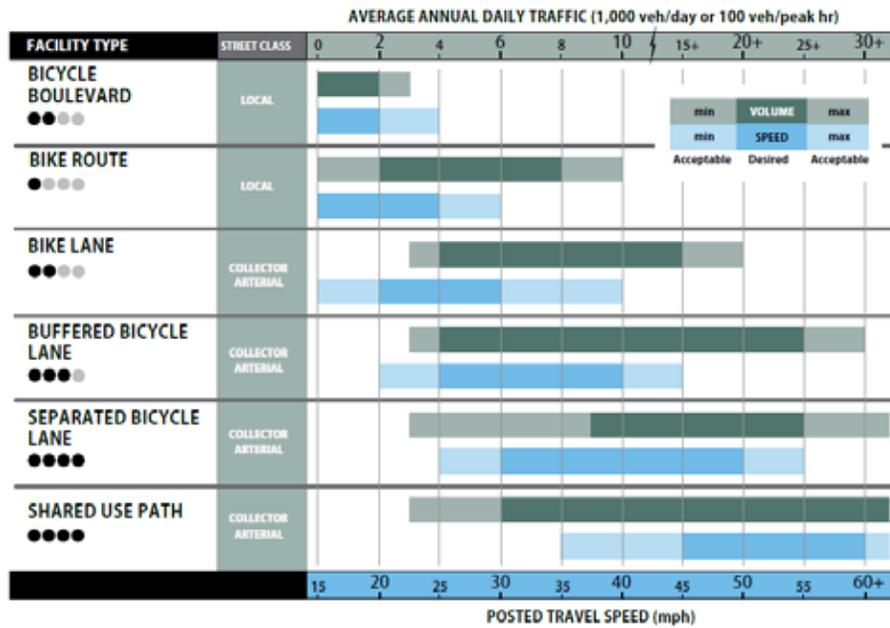
VILLAGE OF NORTHBROOK | DECEMBER 6, 2017





EXISTING CONDITIONS

BICYCLE FACILITY GUIDANCE



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EXISTING CONDITIONS

PUBLIC EXPERTISE & INPUT

- 500+ Participants To Date
- 300+ Unique Visitors to Online Survey and Map
- 250+ Interactions in Person
 - North Shore YMCA
 - North Shore (Northfield) Senior Center
 - Northbrook Metra Station
 - Autumnfest
 - Northbrook Public Library



VILLAGE OF NORTHBROOK | DECEMBER 6, 2017





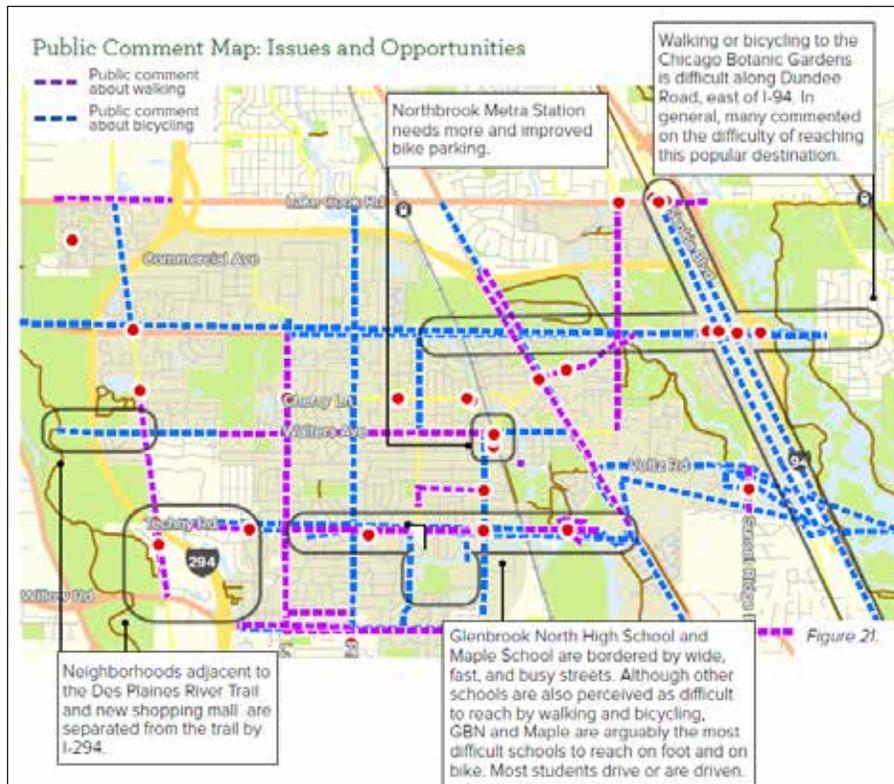
PUBLIC EXPERTISE & INPUT

Frequently Mentioned

- Want better and safer access to key destinations
 - Most popular destination: Chicago Botanic Garden
- Walking for recreation anywhere beyond my immediate neighborhood is challenging
- Many schools encourage walking and bicycling, but gaps and barriers remain a concern



VILLAGE OF NORTHBROOK | DECEMBER 6, 2017



VILLAGE OF NORTHBROOK | DECEMBER 6, 2017





COMMON THEMES

- High Speed, High Volume roads are the biggest barriers
- Trail Access is Important, but gaps and barriers limit connectivity
- The most connected streets are also the highest stress
 - Dundee Road
 - Willow Road
 - Lake Cook Road
 - Pfingsten Road
 - Waukegan Road
- Walking and Bicycling to School is Encouraged, but some schools are far away (outside of Northbrook)
- Potential bicycle improvements cited in other plans remain popular but challenging
 - Dundee Road
 - Willow Road
 - Sanders Road
 - Sunset Ridge Road
 - Techny Road
 - Walters Avenue

VILLAGE OF NORTHBROOK | DECEMBER 6, 2017

WHAT	WHEN	WHO	WHY
Website Update	Late Dec 2017	Open to Public	Draft Existing Conditions Ongoing Feedback
Public Works Committee	January 2018	Public Works Committee, Open to Public	Second Review of Draft Existing Conditions, Discuss Recommendations
Technical Advisory and Board of Commission Meetings & Phone Interviews	January 2018	Cook County Highway, IDOT Cook County Forest Preserve Police, Economic Development, Board of Local Improvements	Agency Input and Review
Draft Recommendations	February 2018	Project Team, Village Staff	Vet Potential Improvements
Engagement Events	Feb-Mar 2018	Everyone	In-Person Conversations
Public Works Committee Website Updates	March 2018	Public Works Committee, Open to Public	Review Draft Plan
Plan Commission Information Meeting	March 2018	Plan Commission Open to Public	Review Draft Plan
Formal Public Meeting	April 2018	Open to Public	Review Draft Plan Ongoing Feedback
Village Board Meeting	April/May 2018	Village Board Open to Public	Final Draft Proposal



QUESTIONS & DISCUSSION



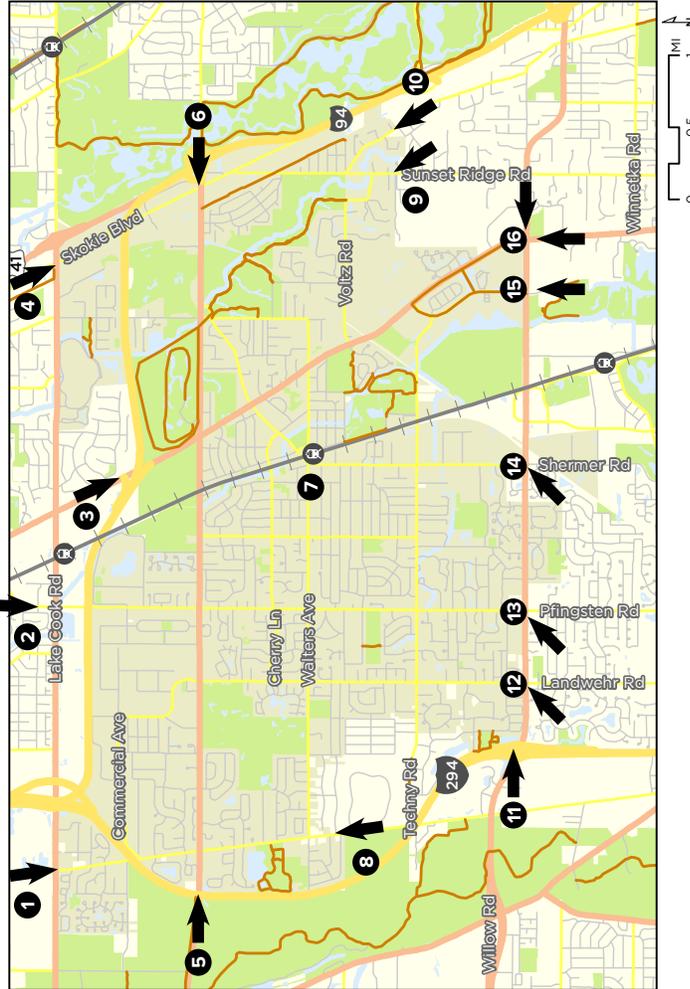
Existing Walking and Bicycling Gateways to Northbrook

Feelings of comfort and safety of walking and bicycling can vary based on where one enters or exits the Village. Roadways with higher speeds or higher levels of traffic can be uninviting for walking or bicycling.

The map below shows locations where roadways **generally** cross over the municipal boundary into the Village of Northbrook, or key entry points (e.g. Metra). These are areas where the Village has the potential to influence comfort and safety for people walking and bicycling.

The number of lanes, the angle of crossings, and the presence and condition of traffic signals, sidewalks, and bike facilities can impact how comfortable a gateway feels.

What about these gateways is important to consider? Please add your comments to those shown on the boards.

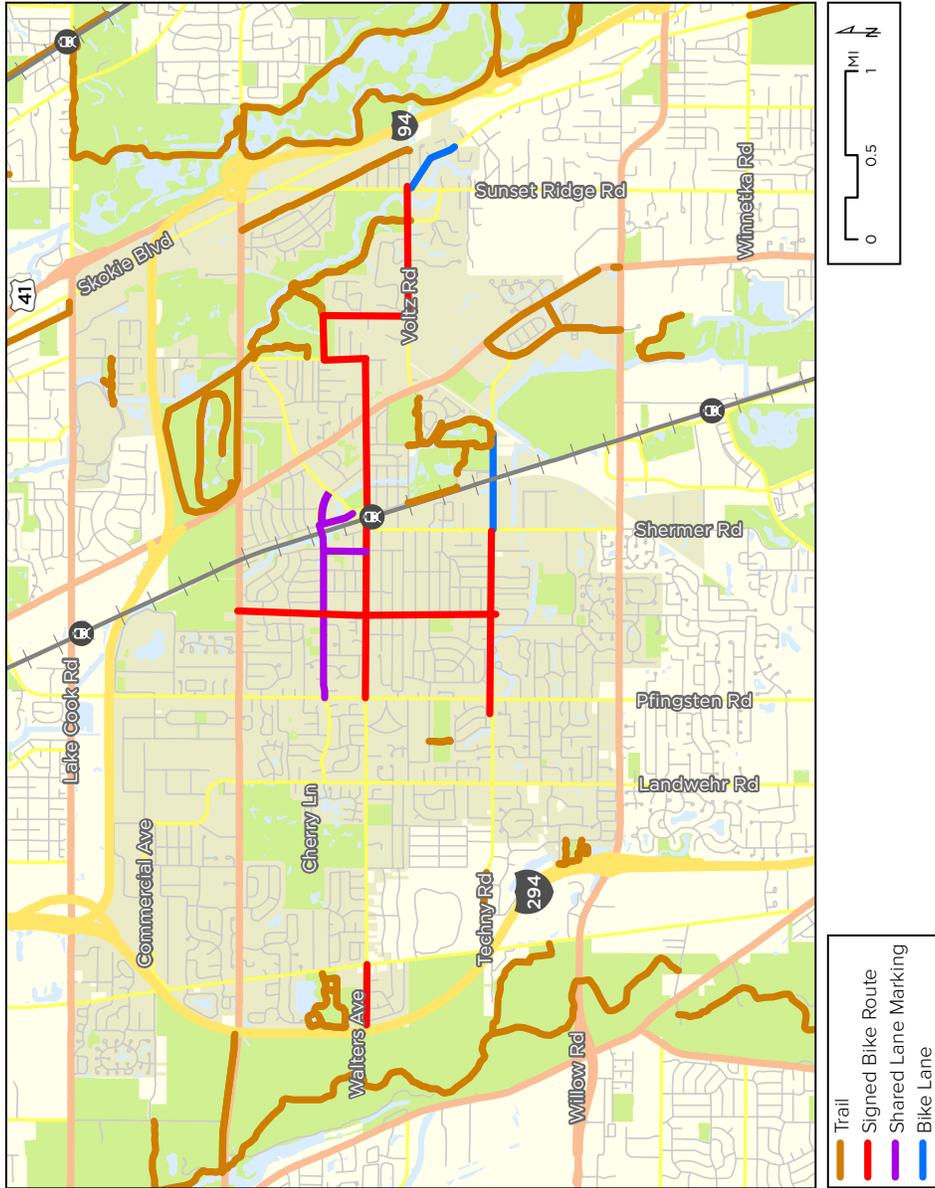


<p>(1) Sanders Road at Lake Cook Road - Wide, high-speed intersection - Sidewalks only on southwest corner</p>	
<p>(2) Pfingsten Road at Lake Cook Road / Edens Spur - Wide, high-speed intersection - No sidewalks on Courtyard by Marriott side (in Deerfield, outside of Village limits)</p>	
<p>(3) Waukegan Road (IL 43) at Edens Spur / Somme Woods Forest Preserve - High-speed overpass - No sidewalks on bridge</p>	
<p>(4) Skokie Boulevard at Lake Cook Road - Wide, high-speed intersection - Bus stops located on Lake Cook Road</p>	
<p>(5) Dundee Road (IL 68) at Tri-State (I-294) - Sidewalk widens to trail west of the overpass, but is difficult to reach by bicycle or while walking</p>	

Existing Walking and Bicycling Gateways to Northbrook, Continued

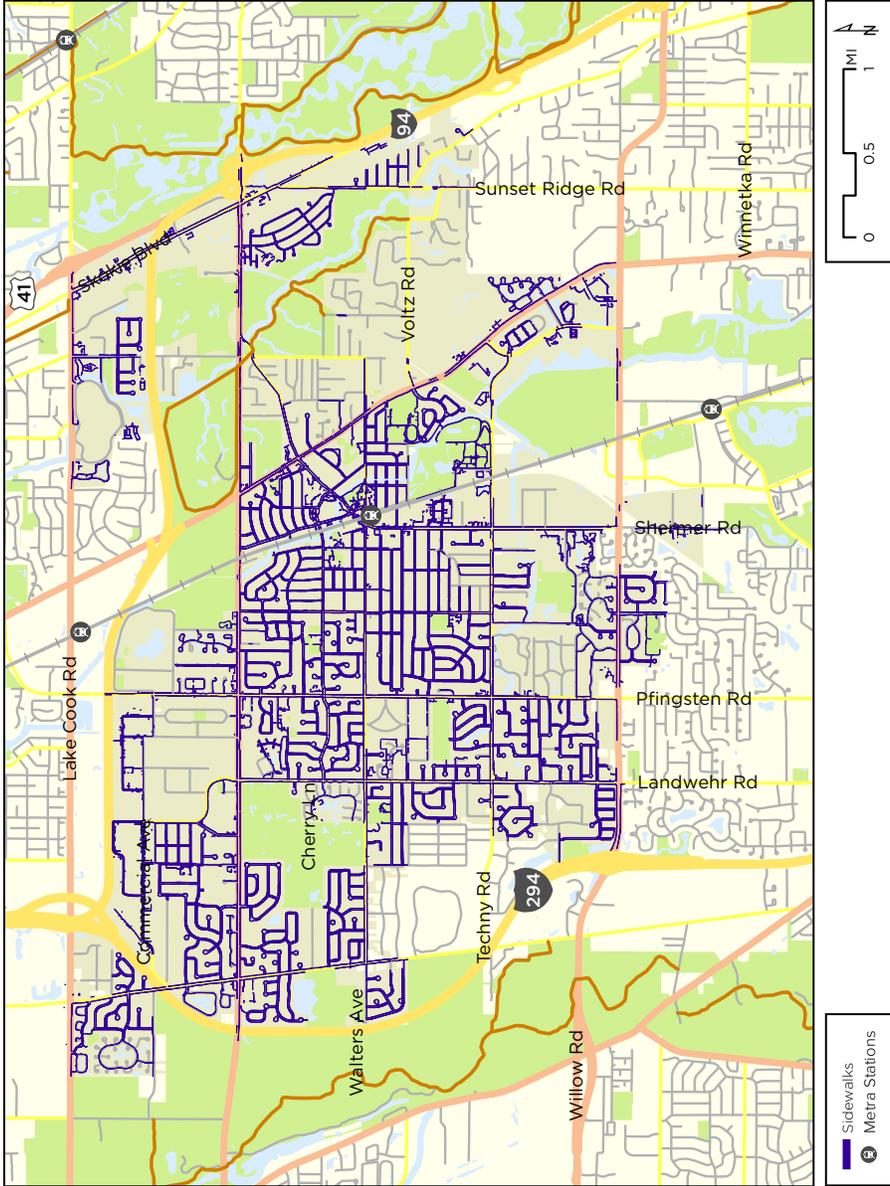
<p>(6) Dundee Road (IL 68) at Skokie Boulevard</p> <ul style="list-style-type: none"> - Wide, high-speed intersection - No sidewalks on east side of intersection near Edens ramps - Important connection to Skokie Lagoons <p>(7) Northbrook Metra Station</p> <ul style="list-style-type: none"> - Heart of Downtown Northbrook - Narrow road - RR Track crossing angle is difficult for bicyclists <p>(8) Sanders Road at Mission Hills Road</p> <ul style="list-style-type: none"> - High-speed roadway - No sidewalks, no bicycle facilities <p>(9) Sunset Ridge Road at Old Hunt Road</p> <ul style="list-style-type: none"> - Narrow roadway - Sidewalks on east side - Shoulder does not accommodate bicycling <p>(10) Happ Road near Astor Place (just north of Temple Jeremiah)</p> <ul style="list-style-type: none"> - Okay for bicycling - Sidewalk on east side of road <p>(11) Willow Road at Tri-State (I-294)</p> <ul style="list-style-type: none"> - Wide, high-speed roadway - Sidewalk exists, but crossings are difficult to navigate 		<p>(12) Landwehr Road at Willow Road</p> <ul style="list-style-type: none"> - Wide, high-speed intersection - Bus stops located on Willow Road <p>(13) Pfingsten Road at Willow Road</p> <ul style="list-style-type: none"> - Wide, high-speed intersection - Narrow/constrained sidewalk on southwest corner near traffic signal pole <p>(14) Shermer Road at Willow Road</p> <ul style="list-style-type: none"> - Wide, high-speed intersection - Bus stops located on Willow Road <p>(15) Westleigh / Founders Drive at Willow Road</p> <ul style="list-style-type: none"> - Bus stops located on Willow Road - No north-south crosswalk on west leg of intersection - Wide paths on north side of Willow Road accommodate bicycling and walking <p>(16a) Waukegan Road at Willow Road</p> <ul style="list-style-type: none"> - Wide, high-speed intersection has dual and/or channelized left turn lanes - Difficult to see pedestrian signal heads when walking <p>(16b) Willow Road at Waukegan Road</p> <ul style="list-style-type: none"> - Wide, high-speed intersection has dual and/or channelized left turn lanes - Difficult to see pedestrian signal heads when walking
--	--	--

Existing Bicycle Facilities



This map shows existing bicycle facilities which includes trails, bike lanes, shared lane markings, and signed routes in Northbrook.

Sidewalks in Northbrook



This map shows where existing sidewalks are located. While the network covers much of the Village, there are some gaps that remain on major roadways due to cost, right-of-way constraints, or other factors.

If you are aware of a gap on a major road (collector or arterial) please mark it in red.

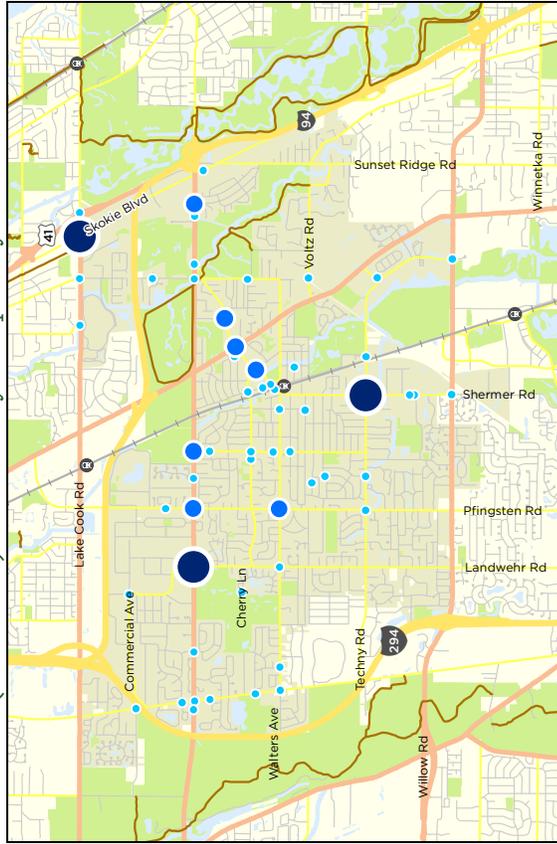
Bicycle and Pedestrian Crash Review

Crash data were reviewed to identify locations, trends, or areas of concern regarding the safety of people walking and bicycling. Crash data shown in the maps below identify where pedestrians and bicyclists were involved in crashes between 2011 and 2016. The crash data shown are provided by the Illinois Department of Transportation. The only crashes shown are those involving pedestrians and bicyclists that are reported to the police. Crash frequency is shown on the left and crashes by severity and type (pedestrian or bicyclist) are shown on the right. For context of how crashes reported in Northbrook compare to adjacent municipalities with similar population, transportation, and land use patterns a crash snapshot table is shown at the right.

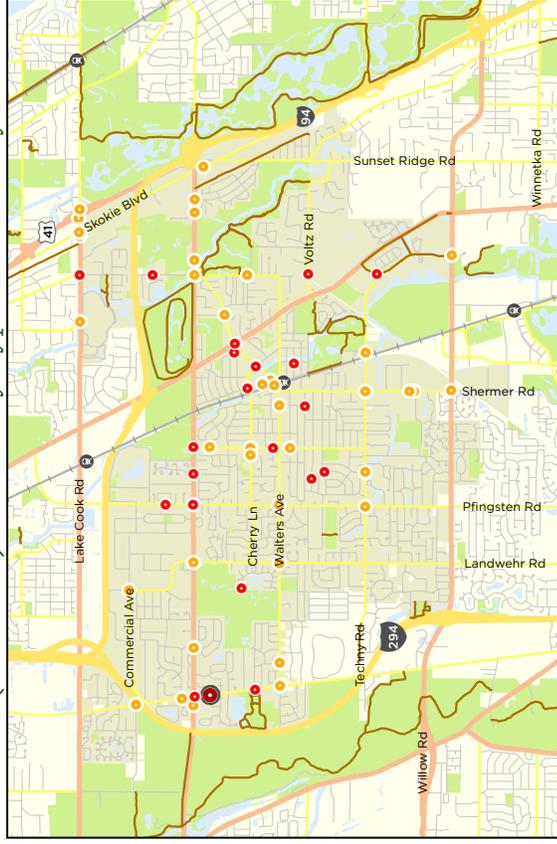
Snapshot: Crash Comparison (Year 2015 Only)

	Northbrook	Deerfield	Wheeling	Glenview	Park Ridge
Population	33,421	19,000	38,315	47,475	37,496
Total Crashes	878	371	659	1,098	931
Injury Crashes	205	77	177	237	149
Bike Crashes	7	8	9	17	10
Pedestrian Crashes	3	2	5	6	17

Five-Year (2011-2016) Crashes by Frequency



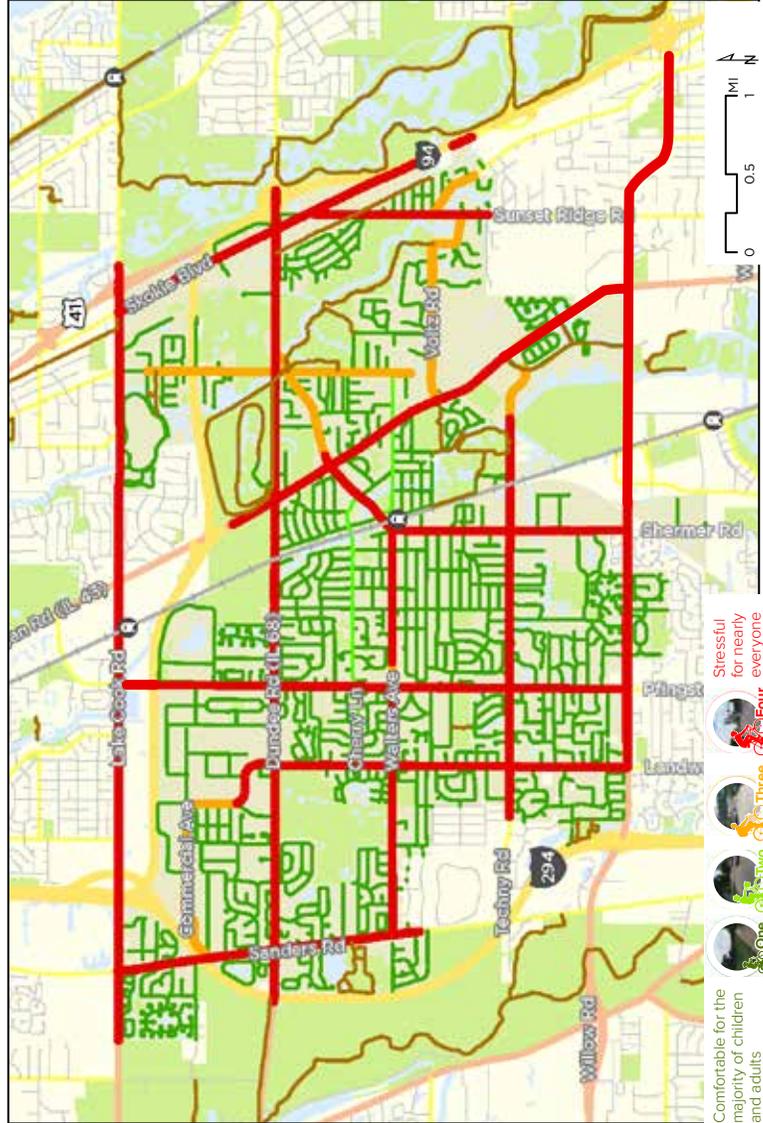
Five-Year (2011-2016) Crashes by Type and Severity



Crash data shown are taken from the Illinois Department of Transportation (IDOT) database of reported crashes that occurred between 2011-2016.

Bicycle Level of Traffic Stress

How is Traffic Stress Measured?
 Level of Traffic Stress (LTS) analysis is adapted from the 2012 Mineta Transportation Institute (MTI) Report 11-19: Low-Stress Bicycling and Network Connectivity. LTS is designed to assess how comfortable a roadway is from the perspective of a bicyclist riding on the street. LTS analysis uses roadway network data including posted speed limit, street width, number of travel lanes, intersection conditions, presence and character of bikeway facilities, and land use context to determine bicyclist comfort level. Stress is reported on a scale of 1 to 4. LTS 1 is considered low stress and generally comfortable for most roadway users, and LTS 4 is considered high stress, comfortable only for the most experienced bicyclists.



LTS 1. Low-stress roadways suitable for all ages and abilities.

LTS 2. Roadways that are comfortable enough that the mainstream adult population would ride a bicycle on them.

LTS 3. Roadways that are relatively stressful, and comfortable for confident bicyclists.

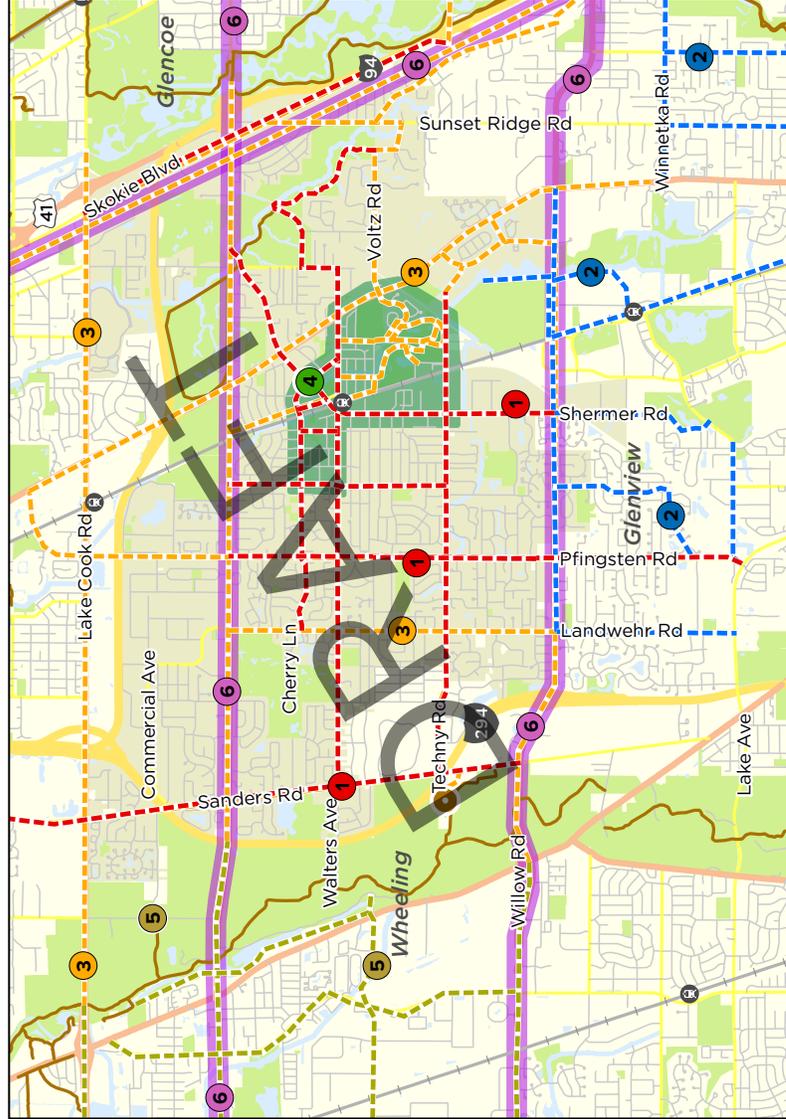
LTS 4. Roadways that are stressful for just about everyone, ridden only by strong and fearless bicyclists.

Please indicate roadways and intersection you consider stressful to walk and bike. Leave comments below or add a post-it note to the map.

Regional Planning Context

Plans that were prepared by the Village and other agencies were reviewed for regional context and to identify potential bicycle and pedestrian improvement opportunities. Recommendations that mention roadways or neighborhoods

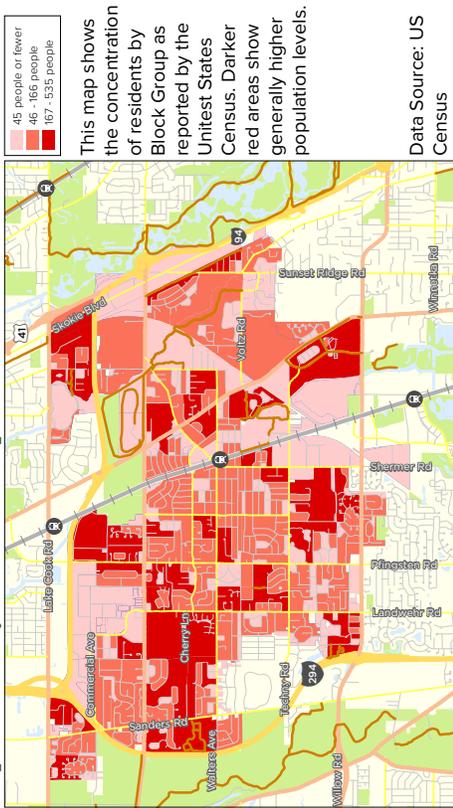
in Northbrook are color-coded by plan in the map below. All other plans that were reviewed are shown in the table at the right.



<p>1 Village of Northbrook Bicycle Plan, 2003</p> <ul style="list-style-type: none"> • Recommended on-street bicycle facilities • Since 2003, bike lanes have been installed on Happ Road and Techny Road. • Shared lane markings were installed on parts of Cherry, Cedar, and Meadow in downtown Northbrook
<p>2 Village of Glenview Bike and Sidewalk Master Plan, 2007</p> <ul style="list-style-type: none"> • Bike lanes and signed routes were recommended on parts of Shermer Road, Landwehr Road, and Pfingsten Road
<p>3 Village of Northbrook Comprehensive Plan, 2010</p> <ul style="list-style-type: none"> • On-street bicycle improvements recommended on several streets including Landwehr Road, Waukegan Road, and Lake Cook Road
<p>4 Village of Northbrook Downtown Area Plan (Draft), 2012</p> <ul style="list-style-type: none"> • Emphasized pedestrian improvements in downtown Northbrook • Recommended pedestrian refuge island to assist crossing at Shermer Road and Church Street
<p>5 Wheeling Active Transportation Plan, 2012</p> <ul style="list-style-type: none"> • Recommended a sidepath to improve pedestrian and bicycle connectivity along Lake Cook Road • Trail crossing improvements recommended at key locations
<p>6 Northwest Municipal Conference Bicycle Plan, 2010</p> <ul style="list-style-type: none"> • Recommended regional routes for improved regional connectivity • Specific facility types remain flexible to respond to local needs and constraints
<p>Other Plans Reviewed for Potential Pedestrian and Bicycle Recommendations (Not Shown on Map):</p> <ul style="list-style-type: none"> • Skokie Valley Bicycle Facility Improvement Plan, 2002 (Closely aligns with recommendations from several other plans) • Village of Deerfield Comprehensive Plan (Bike Plan), 2004 • Village of Northbrook Affordable Housing Plan, 2004 • Village of Northbrook Final Sidewalk Report, 2008 • Des Plaines River Corridor Plan, 2014 • Village of Glencoe Strategic Work Plan, 2014 • Northfield Road Corridor Plan, 2016 • Village of Northbrook Capital Improvement Plan, 2017 • Village of Glencoe Active Transportation Plan, 2017 • Village of Glencoe Downtown Plan, 2017

Where People Live, Work, and Play: Identifying Key Origins and Destinations

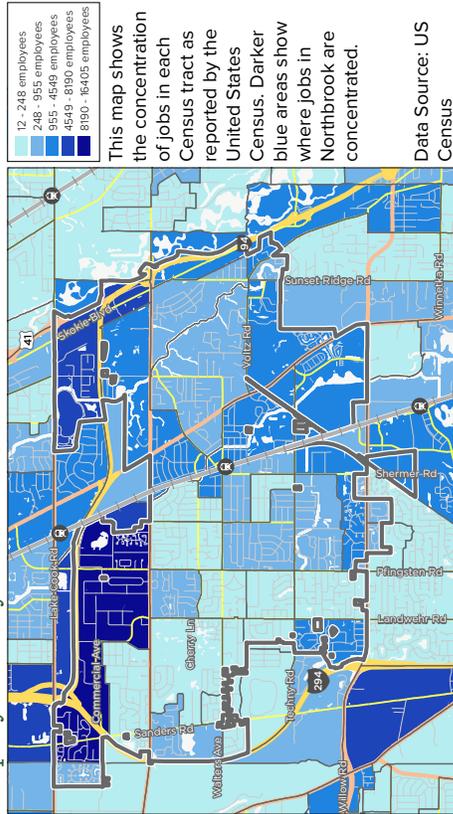
Population by Block Group



Schools, Trails, Parks, and Open Space



Employment by Census Tract



Transit : Pace Bus Stops and Metra Stations



Existing Travel Pattern Snapshot: Where People Walk and Bike in Northbrook

Strava Data "Heatmaps"

Strava is a fitness app that allows users to track their jogging and bicycling trips. While primarily used for recreation, Strava data, when viewed as a snapshot, can give some insight into where popular jogging and bicycling routes are located - as well as what areas may not be desirable or

inviting for walking and bicycling. The maps shown below were taken from Strava's website, a free mobile activity tracking application.

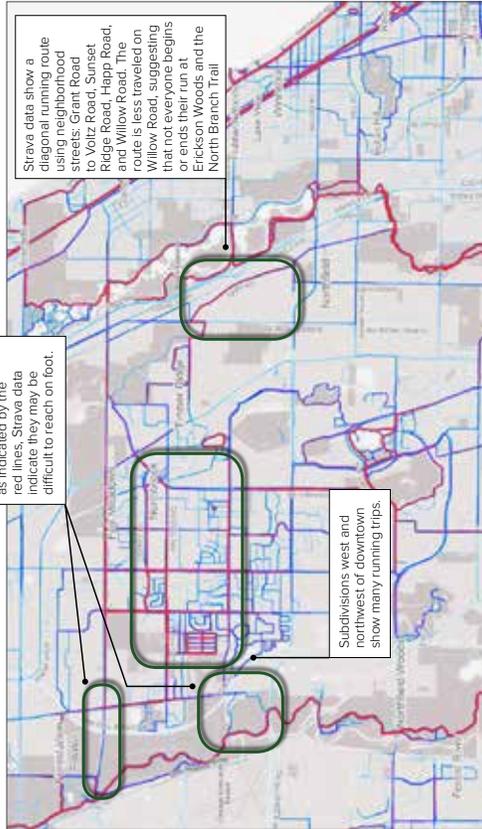
Strava data are available for jogging trips in Northbrook. Jogging data are used here as a proxy for walking trip data. Although not the same, the data give us general information

about where people travel throughout the Village for recreation as pedestrians. However, Strava data only shows self-reported trips and does not include all activity. Strava data, when combined with bicycle and pedestrian count data, Census data, and other sources, help to show a more comprehensive picture.

Walking Trips in Northbrook*

Fewer Trips
More Trips

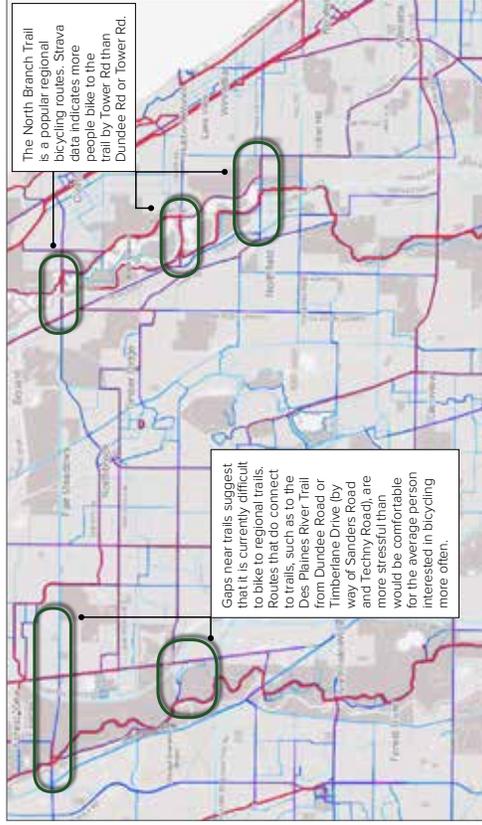
Strava data show gaps between Northbrook's streets and regional trails. Although many people run on the trails, as indicated by the red lines, Strava data indicate they may be difficult to reach on foot.



* While the color ramp is related to the relative volume of reported users, Strava heatmaps are optimized to show visual trends

Bicycling Trips in Northbrook*

Fewer Trips
More Trips



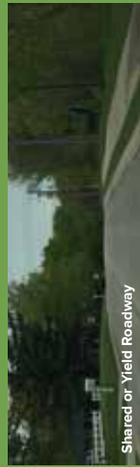
* While the color ramp is related to the relative volume of reported users, Strava heatmaps are optimized to show visual trends

How Much Separation from Traffic Do You Need When Walking and Bicycling?

Not all types of walking and bicycling infrastructure tools serve the same purpose.

This is similar to how different streets serve different purposes. For instance, a neighborhood street is very different from an expressway!

Mixed Traffic



Shared or Yield Roadway



Bicycle Boulevard



Advisory Shoulder

Streets are shared by people walking, driving, and biking. This only works on quiet streets with low posted speed limits and low traffic volumes.



Visually Separated



Paved Shoulder



Bike Lane



Pedestrian Lane

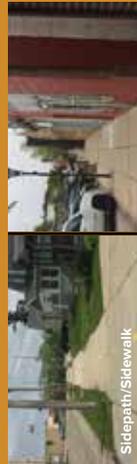
Paint marks space for people bicycling and walking. A street could be a candidate if speeds are moderate and traffic volumes are low to moderate.



Physically Separated



Shared Use Path



Sidewalk/Sidewalk



Separated Bike Lane

These designs offer the most separation from drivers. They use physical obstacles, curbs, or planting strips. The goal is to use design changes to make high traffic volume, high speed streets feel comfortable.

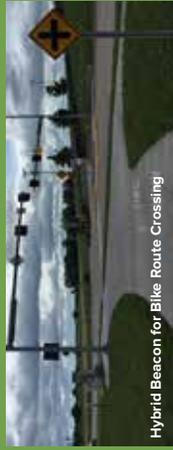


Bikeway Intersection Treatments

The way an intersection is designed varies based on what type of facility will be traveling through it. Below are examples of potential intersection treatments for mixed traffic, visually separated, and physically separated facilities.

Mini Traffic Circle

Mixed Traffic



Hybrid Beacon for Bike Route Crossing



Mini Traffic Circle



Median Refuge Island



The key in mixed traffic conditions is to provide guidance to vulnerable users and provide refuge where possible

Visually Separated



Bike Box



Combined Bike Lane/Turn Lane



Added Right Turn Lane



Increasing visibility leading up to (and through) intersections is helpful.

Physically Separated



Bend In



Bend Out



Crossing Markings



These examples show how to mitigate crossings when separated facilities meet other modes



How Do We Get There From Here?

The types of changes needed on a roadway to provide a comfortable walking and bicycling experience vary according to how many cars and trucks currently travel on a roadway and the posted speed limit.

Timing roadway improvements to correspond with routine roadway resurfacing, or other improvements, can lower the cost of improving a street for walking, bicycling, and transit.

Projects typically require coordination between multiple governmental agencies. Many agencies and departments have been involved with this plan to make sure recommendations meet everyone's needs.

Ways to use roadway space for bicycle travel:



Image Credit: Simon Blenski, City of Minneapolis/FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects

Regular Resurfacing

Streets are resurfaced according to a set schedule. Improvements and changes to the roadway surface and sidewalk network can be made during this time.

Improvements include:

- Painted crosswalk ramps
- Bike lanes
- Buffered bike lanes
- Parking reconfiguration



Image Credit: Randy Dittbarnes, Virginia Department of Transportation/FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects

Roadway Reconfiguration

Road reconfiguration can happen under a variety of circumstances and levels. It can involve physically smaller improvements like traffic circles and pedestrian islands or larger, network-level changes like road diets.

Improvements can include:

- Traffic circles
- Bump outs
- Mid-block crossings
- Road diets (i.e., reallocating the space from a travel lane for other uses)
- Protected bike lanes
- Pedestrian islands

Please tell us what you think:



Next Steps: Educating and Encouraging Northbrook Residents

Program Ideas

- Survey schools and community organizations to establish current transportation patterns and look for walking and biking opportunities.
- Work with existing active living organizations to find more opportunities for outdoor, active events in Northbrook that encourage walking and biking.
- Identify organizations that have the potential to encourage more walking and biking in the community.
- Work with businesses in the Village to identify opportunities to increase walking and biking.



Tell us your thoughts! What activities would you like to see in Northbrook that involve walking and biking?



Next Steps: Recommendations for Easier Walking and Bicycling

Intersection Treatments

Marked Crosswalks



Curb Extensions



Median Refuge Island and/or Active Warning Beacons



Bend Out or Protected Intersections



Bicycle Intersection Crossing Markings



Place a sticker (any color) next to the infrastructure tools you would like to see used in Northbrook more often.

Please leave other comments in the space below:

Roadway Treatments

Sidewalk Improvements: Widen Outward



Sidewalk Improvements: Widen Inward



Pedestrian Lane



Bike Lane (with or without painted buffer or physical separation from car traffic)

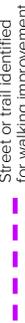
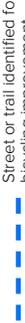
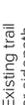


Bike Parking and Bike Corrals



Public Comment Review Map

This map was created from discussions at public events, locations marked on the online input map, and online survey responses that identify geographic locations collected through November 17, 2017.

-  Street or trail identified for walking improvement
-  Street or trail identified for bicycling improvement
-  Intersection identified for improvement
-  Existing trail or sidewalk



Residents don't use sidewalks. They walk on the street. They walk on the street, but generally don't; parked cars don't pose a visibility issue, and older drivers are in threat to these walkers.

Surprisingly good for biking except for the crossing at 294.

These lanes will be used for east and westbound pedestrian traffic on the north side of Dundee at Sanders and Dundee.

Many people including myself to leave or get to Wood Oaks Park. I either a crosswalk, stop light, or stop sign at this intersection. On Deerfield road by the train tracks, there are no sidewalks.

I tried to be able to walk my kids from Timberlane Drive to Wood Oaks park!!

Hide the forest preserve trails a bit and the scenic part of the trail from house to the trail on Dundee. (And I like the sidewalk)

Crossing cherry near westmor... not stop even when pedestrians are in the crosswalk, there are crossing guards during peak activities and weekend events a flashing sign is needed.

Need more bikeways on the west side of Northbrook, mainly Laneworth and Dundee. The west side of Northbrook, mainly Laneworth and Dundee. The west side of Northbrook, mainly Laneworth and Dundee.

My son rides this route to school on his bike and has been run off the road by more than one occasion.

Good sidewalks along Dundee Rd.

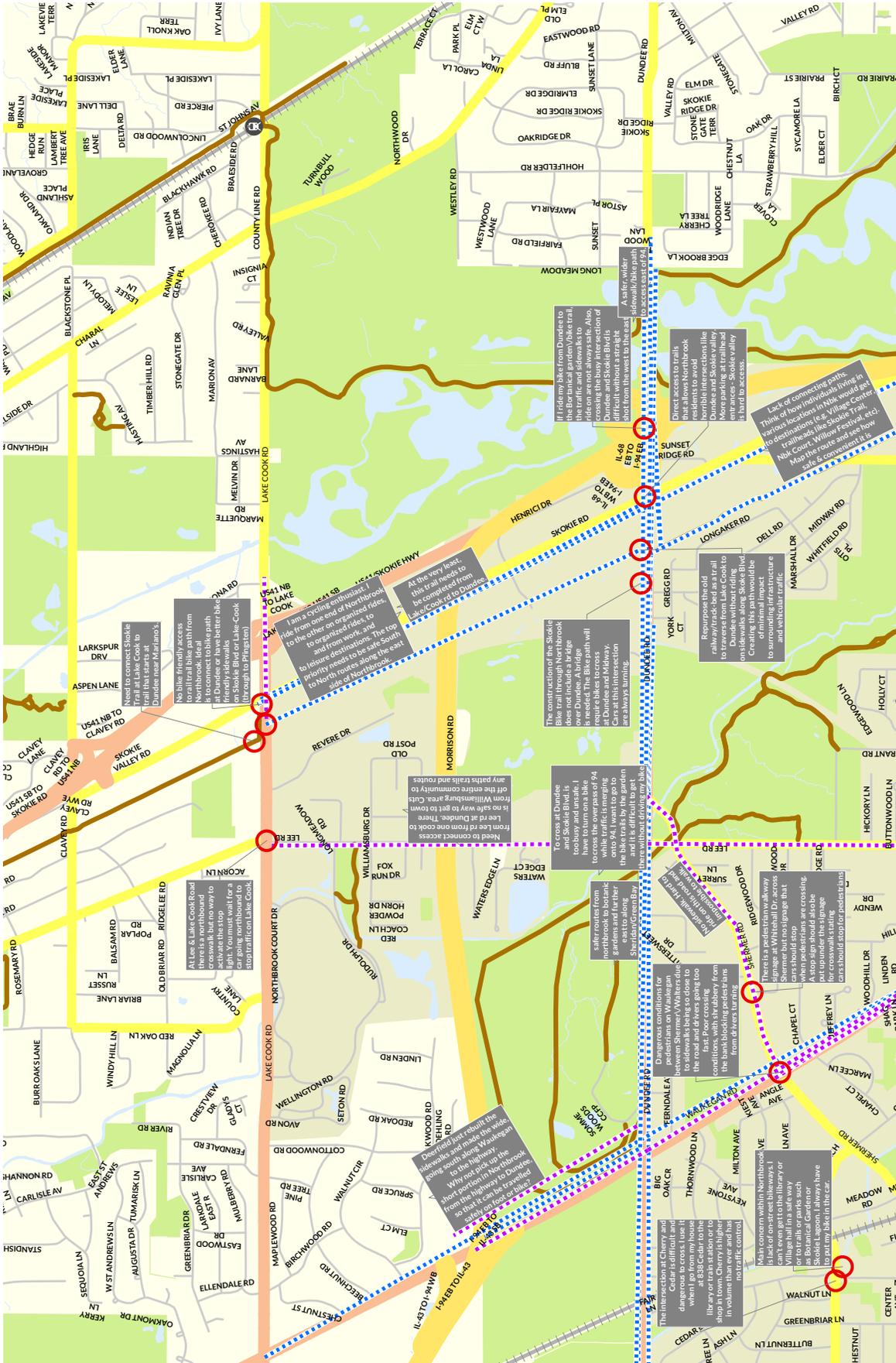
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I tried to be able to walk my kids from Timberlane Drive to Wood Oaks park!!



December 6, 2017 Public Meeting Sign-In Sheets

Northbrook Master Bicycle and Pedestrian Plan
Public Meeting – December 6, 2017

Name	Email	Optional: Help us improve our advertising and notification - How did you hear about today's meeting? (e.g., Village website, Project website, Newspaper, Printed Flyer, Word of Mouth, other)
Harvey Blender	Harvey@HBlender.com	N.B. Chamber
Rob Foster	rfosterrob@gmail.com	Email
Peter Rosner	peter.rosner@sbcglobal.net	e-mail
Mark Wright	mark.wright1@comcast.net	Email/Fatch
Tom Tebbe	tebbe_1948@comcast.net	Bike Task Force → amaug
Molly Becker		G.S. Scout Project
Ray James	ray.james@hotmail.com	E-mail.



Northbrook Master Bicycle and Pedestrian Plan
Public Meeting – December 6, 2017

Name	Email	Optional: Help us improve our advertising and notification - How did you hear about today's meeting? (e.g., Village website, Project website, Newspaper, Printed Flyer, Word of Mouth, other
LAWRENCE E HOPMAN	LEHOPMAN@ATT.NET	News paper
Lyon Leiter	lyon166@gmail.com	email
MARY ANN JAKUBEK	jakubekma@yahoo.com	Newsticker
Bob Israel	Bisrael@Northbrook.il.com	
Alan Smedley	jean@northbrookchamber.org	
Bill Theisen	BillyTheisen@gmail.com	e-mail from N.B.
Michael Wilson	mjw5bw@aol.com	



Northbrook Master Bicycle and Pedestrian Plan
Public Meeting – December 6, 2017

Name	Email	Optional: Help us improve our advertising and notification - How did you hear about today's meeting? (e.g., Village website, Project website, Newspaper, Printed Flyer, Word of Mouth, other)
Keith Parker	CaptKeith&112@gmail.com	
Steven Fleck	swfleck@sbcglobal.net	
James Lamb	middleforke@yahoo.com	
Paul Bowles	pabowles@gmail.com	word of mouth
Phil Rubik	pmrubik@gmail	
Sheila Czajka	SheilaCzajka@gmail.com	GBN high school electronic newsletter + their "I need a reminder" U
Russ Hoeter	rhoeter@bhdowntown.net	

Northbrook Master Bicycle and Pedestrian Plan
Public Meeting – December 6, 2017

Name	Email	Optional: Help us improve our advertising and notification - How did you hear about today's meeting? (e.g., Village website, Project website, Newspaper, Printed Flyer, Word of Mouth, other
Chris Henning	cfh.law@gmail.com	
Adam Korman	ahk@transit-chicago.il.us	newspaper article
David Sievert	davesievert2@gmail.com	Newspaper
Ana Fikur	/	
ROBERT SEAVENUS	NA	VILLAGE OUR MATF F.
Kathy Horschick	ktheacker@comcast.net	
KEN SLOAN	Kasner@comcast.net	



Northbrook Master Bicycle and Pedestrian Plan
Public Meeting – December 6, 2017

Name	Email	Optional: Help us improve our advertising and notification - How did you hear about today's meeting? (e.g., Village website, Project website, Newspaper, Printed Flyer, Word of Mouth, other)
PAUL MIDDENDORP	NONE	YMCA - consulting person
Kimberly Alexopoulos	kimberlykozlowski@yahoo.com	
Frank Bleeker	fbleeker@outlook.com	
FRED WEBER	Fred.Weber@comcast.com	
CHRIS SEAVENS	chriseavens@gmail.com	
Melissa Metkin	mmetkin@gmail.com	
JEFF OLSON	jolson1030@aol.com	
M Lewin	m.lewin@comcast.net	





VILLAGE OF NORTHBROOK

MASTER BICYCLE AND PEDESTRIAN PLAN

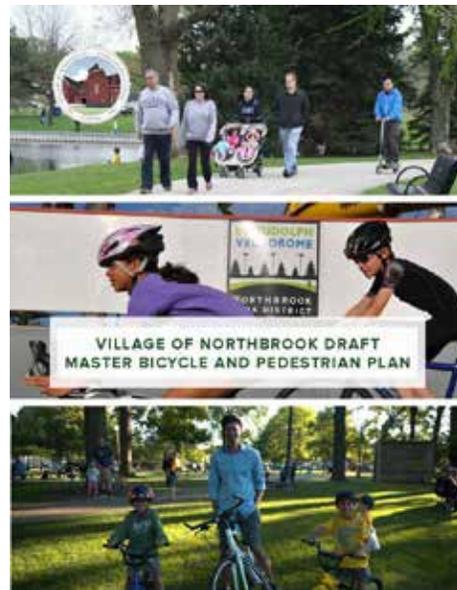
DRAFT PLAN OPEN HOUSE
May 2, 2018

VILLAGE OF NORTHBROOK | May 2, 2018



AGENDA

1. Community Engagement
2. Vision and Goals
3. General Structure of Plan
4. Recommendations Overview
5. Implementation



VILLAGE OF NORTHBROOK | May 2, 2018

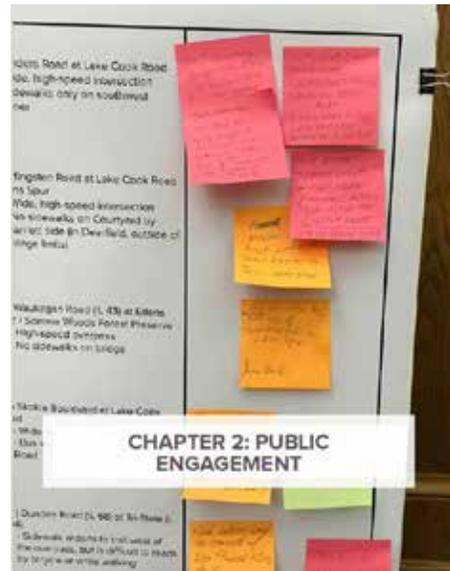


ENGAGEMENT

- Outreach at Community Events
- Open House Meetings
- Project Website and Online Input
- Village Newsletter
- Online Mapping Tool

Next Steps:

1. **May 2 Public Meeting**
2. May 22 Final Report to PW Committee
3. June 12 Final Presentation to Village Board



VISION

The Village of Northbrook is a walkable, bicycle friendly community where:

- » Walking and bicycling are convenient and enjoyable ways to travel
- » The transportation system prioritizes the comfort, safety, and accessibility for everyone
- » Walking and bicycling are a logical, integral, and fun part of living, working, and spending time in Northbrook
- » Residents are connected to parks, schools, neighborhoods, businesses, and regional destinations through a comprehensive network of streets, sidewalks, trails, and intersections
- » People of all ages and abilities are welcome and accommodated in the transportation network





GOALS

- » Create an integrated, connected, and accessible network of transportation infrastructure built to the best practices in bicycle and pedestrian design
- » Design and maintain a transportation system in a good state of repair for all users
- » Be responsive to the needs of people walking, bicycling, driving, and using transit
- » Foster a culture that encourages and embraces walking and bicycling as fun, healthy, and expected ways of getting around

VILLAGE OF NORTHBROOK | May 2, 2018



GOALS

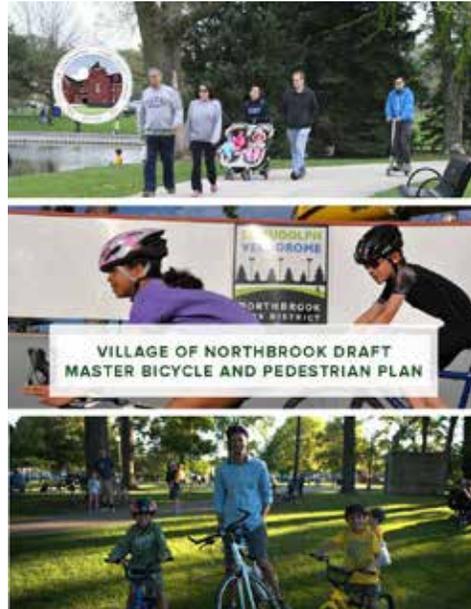
- » Prioritize the safety of transportation network users to protect them from hazardous behaviors or environments, and reduces threats through design
- » Coordinate with other agencies to reduce crashes through a multidisciplinary approach
- » Develop an ongoing awareness and understanding of travel patterns, traffic levels, and needs of the network for people walking, bicycling, and using transit

VILLAGE OF NORTHBROOK | May 2, 2018



GENERAL PLAN STRUCTURE

1. Plan Overview
2. Public Engagement
3. Existing Conditions
4. Recommendations
5. Implementation
6. Appendix A
Design Guidelines
7. Appendix B
Public Comments



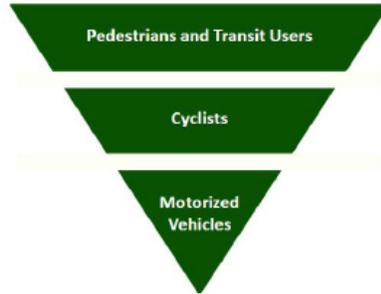
RECOMMENDATIONS

1. Infrastructure Elements
2. Programs and Policies
3. Proposed Infrastructure Network





Infrastructure Elements



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Signed Shared Roadway



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SIGNING



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MARKINGS



VILLAGE OF NORTHBROOK | May 2, 2018





BICYCLE BOULEVARD



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CONVENTIONAL BIKE LANE



VILLAGE OF NORTHBROOK | May 2, 2018



BUFFERED BIKE LANE



VILLAGE OF NORTHBROOK | May 2, 2018



SEPARATED BIKE LANE



VILLAGE OF NORTHBROOK | May 2, 2018

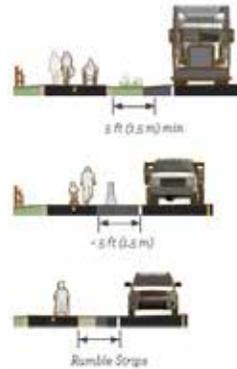




SIDEPATH



A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain community character.



SHARED USE PATH

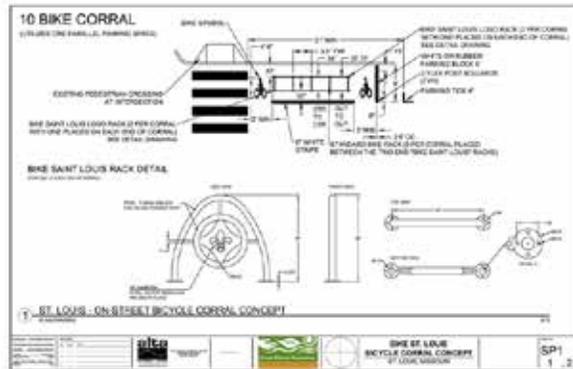
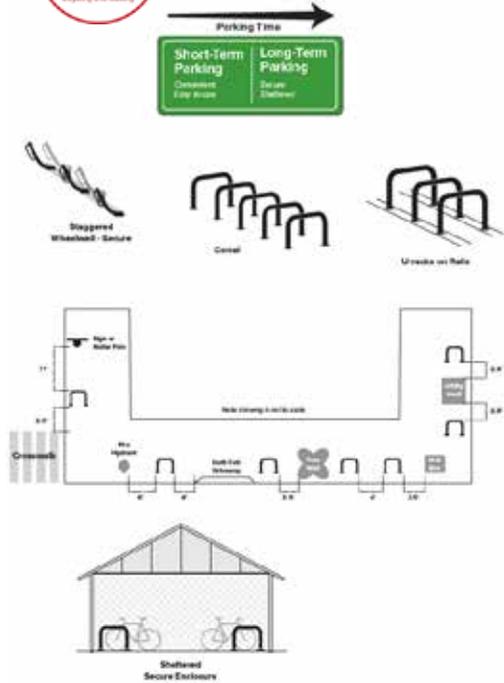


A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.





BIKE PARKING



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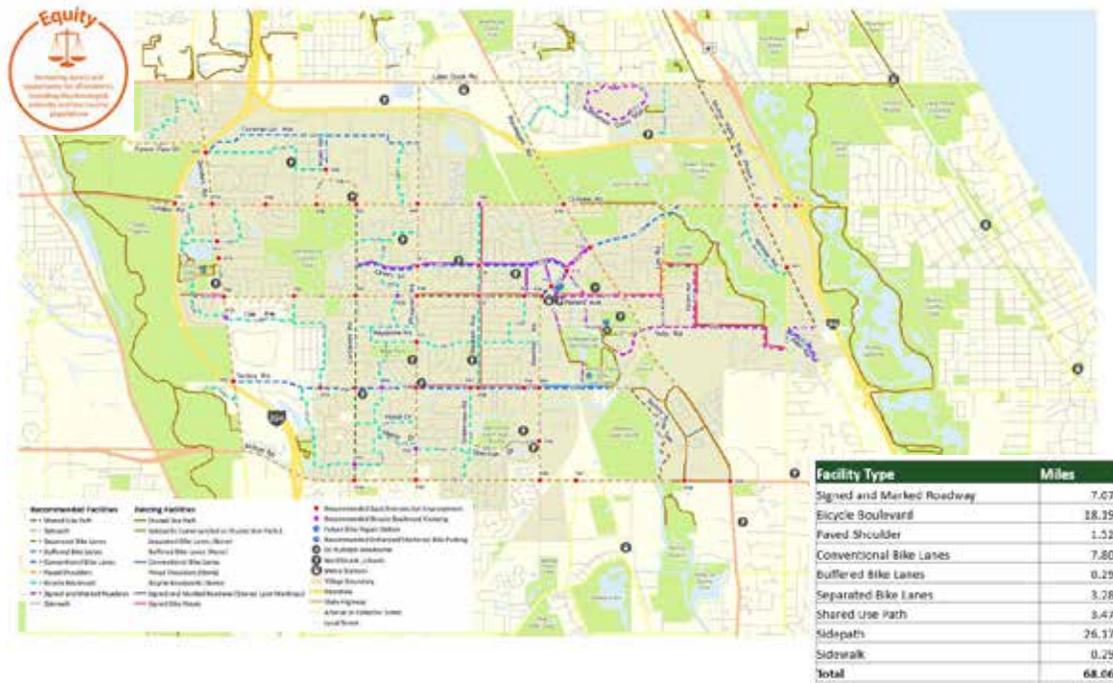
Programs & Policy



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Proposed Infrastructure Network



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IMPLEMENTATION



Project Implementation Based On:

1. Vision and Goals
2. Funding
3. Opportunities
4. 6 E's: Essential Elements
5. Bike Taskforce Advisory Role for the Plan



VILLAGE OF NORTHBROOK | May 2, 2018



PRIORITIZATION METHODOLOGY



Downtown Accessibility

Increases connectivity to, from, and within the Village core.

Regional Connectivity

Increase Village connectivity to adjacent communities and to regional recreation and trail amenities like the Des Plaines River Trail, the Chicago Botanic Garden, and the North Branch Trail.

Safe Routes to School

Create safe and comfortable paths from Northbrook neighborhoods to local elementary, middle, and high schools.

Safe Routes to Transit

Create safe and comfortable paths to commuter rail stations and bus stops with shelters.



Local Comfort and Safety

Help to build out the local active transportation network within the Village of Northbrook

PROGRAMS PRIORITIES



RECOMMENDED PROGRAM/POLICY	EDUCATION	ENCOURAGEMENT	ENFORCEMENT	ENGINEERING	EVALUATION	EQUITY
Bicycle and Pedestrian Program Branding	📖	🚲				
Bicycle and Pedestrian Coordination - Public Works Lead	📖	🚲	🚶	🔧	📊	⚖️
Bicycle-Friendly Community and Walk-Friendly Community Designations					📊	⚖️
Expand Bicycle Task Force Responsibilities	📖	🚲		🔧	📊	⚖️
Bicycle and Pedestrian Counts Program	📖				📊	
Bike Share Feasibility Study	📖			🔧		⚖️
GIS Data Management				🔧	📊	⚖️
Updates to Information Collection and Distribution Systems					📊	⚖️
Bicyclist and Driver Education around New Infrastructure	📖			🔧		⚖️
Public Education and Awareness Campaigns	📖	🚲				⚖️
Bicycle Safety and Maintenance Training Workshops	📖	🚲				⚖️
Youth Bicycle Safety Classes	📖	🚲				⚖️
Themed & Targeted Bicycle Rides		🚲				⚖️
Specialized Bicycle-Focused Training for Law Enforcement Officers	📖		🚶			
Traffic Ticket Diversion	📖		🚶			⚖️





PUBLIC COMMENTS

- Talk to us individually after this presentation
- Provide written comments tonight
- Go to the website and provide comments

VILLAGE OF NORTHBROOK | May 2, 2018



Village of Northbrook Draft Master Bicycle and Pedestrian Plan

In 2017, the Village of Northbrook initiated the planning process for the Master Pedestrian and Bicycle Plan. This Plan synthesizes many of the previous planning efforts and creates a vision and blueprint for building a more walkable and bikeable Northbrook. Recommendations in this plan include both short-range and long-range infrastructure recommendations, and programming opportunities designed to make walking and bicycling, safer, more convenient, and more enjoyable for people of all ages and abilities.



Chapter 1: Plan Overview
The plan overview chapter provides a brief introduction to the plan and its purpose, introduces the vision and goals that guide plan development, and lists the contents and organization of the plan document.



Chapter 2: Plan Engagement
Public input is instrumental to the success of any planning process. This chapter documents the public engagement activities through which community residents shared their aspirations, desires, and ideas for a walkable and bikeable Northbrook.

Outreach included community events, public workshops, and an online survey and mapping tool. Residents expressed the need for more trails and on-street bicycle facilities, safer roadway crossings, and better walking and bicycling access to key destinations.



Chapter 3: Existing Conditions
An understanding of the current environment for walking and bicycling and of related plans and studies is critical to the development of plan recommendations.

This chapter sets the stage for recommendations by providing a detailed inventory and analysis of bicycling and walking conditions, demand for pedestrian and bicycle facilities, opportunities and constraints for future infrastructure development, and review of relevant policy and planning documents.



Chapter 4: Recommendations
The recommendations chapter provides a diverse and comprehensive set of strategies through which the Village of Northbrook can achieve the vision of a walkable and bike-friendly community.

The recommended infrastructure improvements establish a village-wide active transportation network. Supporting policy and program recommendations are also included to further support walking and bicycling.



Chapter 5: Implementation
The implementation chapter establishes a strategy for the Village of Northbrook to act on the plan's recommendations.

The chapter includes strategies to begin the implementation process funding sources to leverage Village resources, revisions to the Village's design standards and specifications to better support bicycling and walking. It also includes a prioritization strategy to weigh the value of each recommended infrastructure project.

Overview of the Village of Northbrook Draft Master Bicycle and Pedestrian Plan

Plan Vision

- » Walking and bicycling are convenient and enjoyable ways to travel
- » The transportation system prioritizes the comfort, safety, and accessibility for everyone
- » Walking and bicycling are a logical, integral, and fun part of living, working, and spending time in Northbrook
- » Residents are connected to parks, schools, neighborhoods, businesses, and regional destinations through a comprehensive network of streets, sidewalks, trails, and intersections
- » People of all ages and abilities are welcome and accommodated in the transportation network

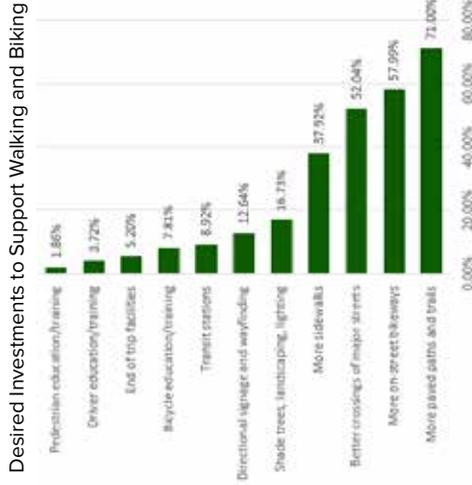
Goals

- » Create an integrated, connected, and accessible network of transportation infrastructure built to the best practices in bicycle and pedestrian design
- » Design and maintain a transportation system in a good state of repair for all users
- » Be responsive to the needs of people walking, bicycling, driving, and using transit
- » Foster a culture that encourages and embraces walking and bicycling as fun, healthy, and expected ways of getting around
- » Prioritize the safety of transportation network users to protect them from hazardous behaviors or environments, and reduces threats through design
- » Coordinate with other agencies to reduce crashes through a multidisciplinary approach
- » Develop an ongoing awareness and understanding of travel patterns, traffic levels, and needs of the network for people walking, bicycling, and using transit

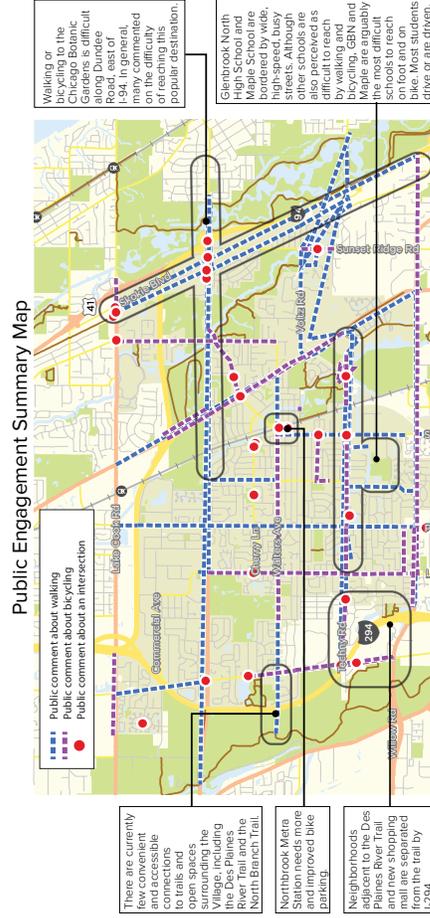
Existing Conditions



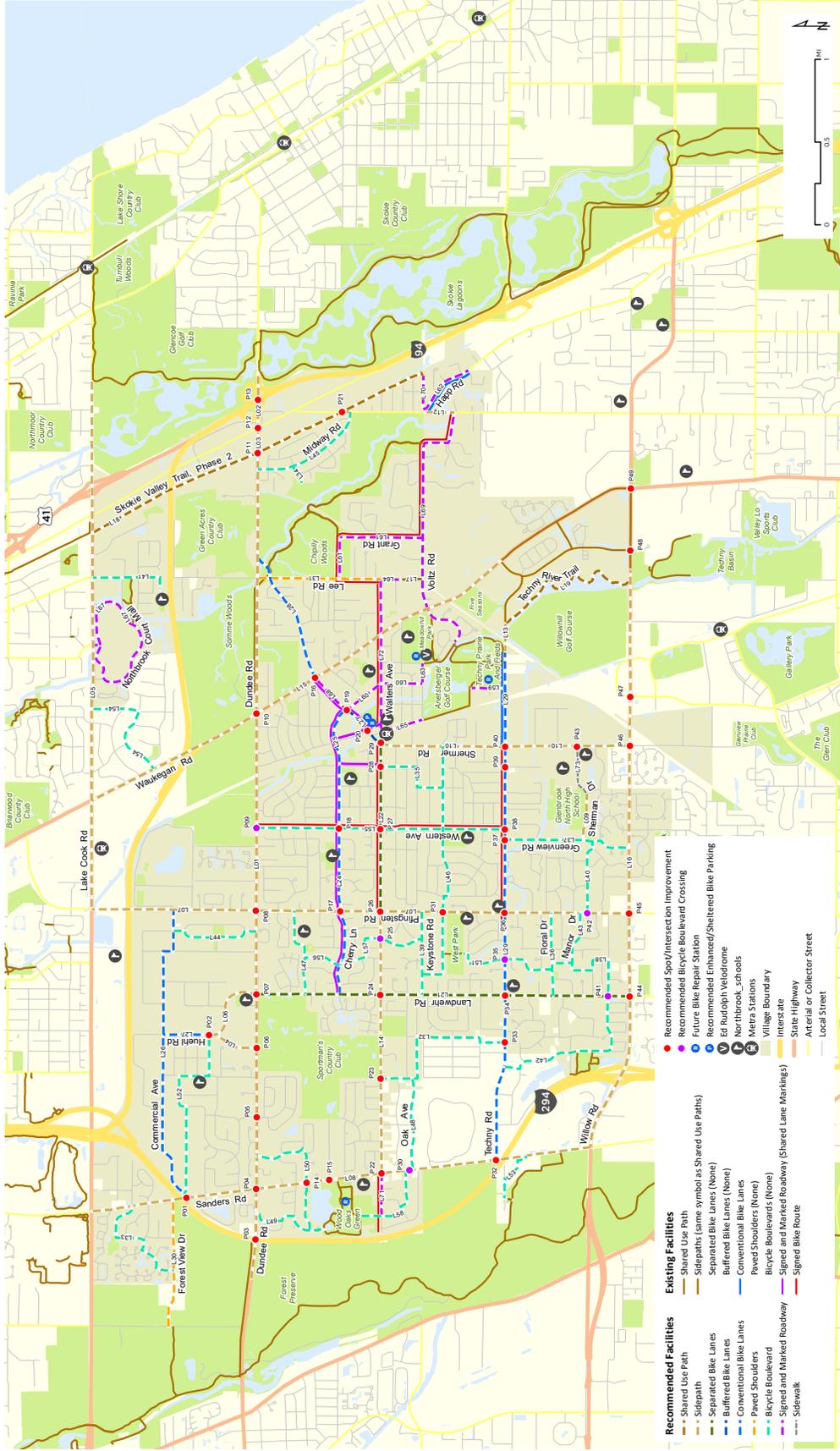
What We Heard



What We Heard

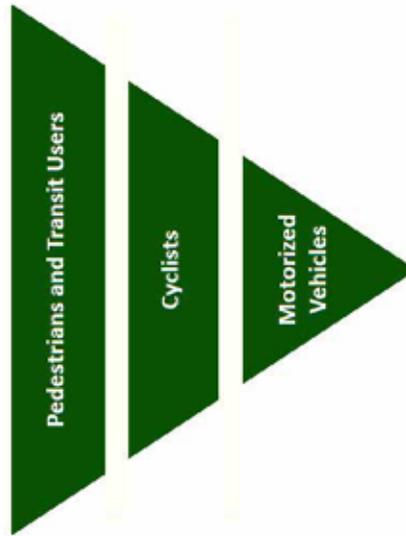


Proposed Walking and Bicycling Infrastructure Recommendations



Design Guidance

The design guidelines represent best practices for use in pedestrian, bicycle, and trail design treatments and provide guidance for their development. These treatments and design guidelines are important because they provide the building blocks for creating a safe and accessible community. A full design guide document is available in Appendix A of the Village of Northbrook Draft Master Bicycle and Pedestrian Plan.

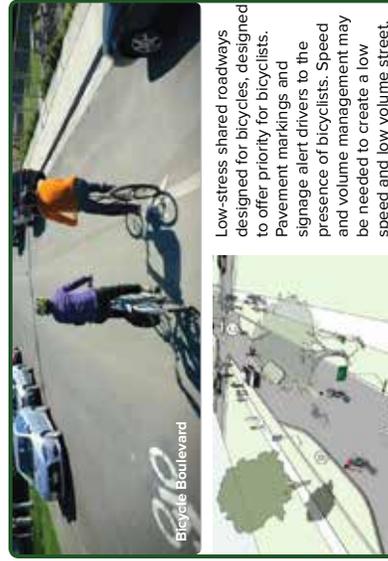


Design Guideline Table of Contents

- Context**
 - Design Guidance
 - Design Needs of Pedestrians & Bicyclists
- Pedestrian Infrastructure**
 - Sidewalks & Pedestrian Lanes
- Pedestrian Crossing Treatments**
 - Crossing Locations & Facility Selection
 - Crosswalks
- Bicycle Facilities**
 - Facility Selection
 - Shared Roadway Bikeways
 - On-Street Bikeways & Bike Lanes
 - Separated Bike Lanes & Separation Methods
- Bikeway Crossing Treatments**
 - Intersection Crossing Markings
 - Bike Lanes at Intersections
 - Signalization for Bicyclists
- Bikeway Amenities**
 - Wayfinding Types & Placements
 - Maintenance
 - Roadway Space Reallocation
- Off-Street Facilities**
 - Shared Use Paths
 - Sideways
- Off-Street Facility Crossing Treatments**
 - Marked Crossings
 - Signalization for Off-Street Crossings



Low volume, low speed roads that are shared by pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. Roads should have between 400-2000 cars per day with speeds not to exceed 20-30 MPH.



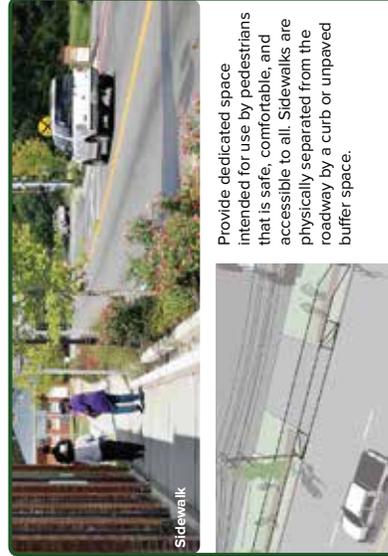
Low-stress shared roadways designed for bicycles, designed to offer priority for bicyclists. Pavement markings and signage alert drivers to the presence of bicyclists. Speed and volume management may be needed to create a low speed and low volume street.



A bike facility located on the edge of the roadway that has been enhanced for cyclists. Not considered a low-stress bike facility and not appropriate for all cyclists.

Design Guidance (cont.)

A full design guide document is available in Appendix A of the Village of Northbrook Draft Master Bicycle and Pedestrian Plan.



Program Recommendations

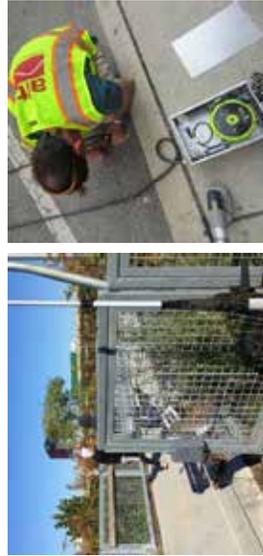
Building a walkable and bicycle-friendly Northbrook takes more than sidewalks, trails, and bikeways. The Village of Northbrook will also support active transportation through programs and policies that encompass the Six E's of a walkable and bikeable community: education, encouragement, enforcement, engineering, evaluation, and equity.



Village of Northbrook
BICYCLE TASK FORCE



Bike and Pedestrian Program Branding: Create a brand or identity that may include a program logo (similar to the Village's logo) with a website, print materials, and other materials.



Bicycle and Pedestrian Counts: The Village should consider a bicycle and pedestrian counts program to provide information and better understand non-motorized transportation activity throughout the Village.

Expand Bicycle Task Force Responsibilities: The Bicycle Task Force could expand its duties to provide guidance and input on all matters related to active transportation, including both bicycling and walking.



Updates to Information Collection and Distribution Systems: The Village should incorporate bike and pedestrian-related updates to residents through existing communication channels, such as GONorthbrook and Northbrook Notify.

Walk-Friendly/Bike-Friendly Community Designations: These designations, from Walk Friendly Communities and the League of American Bicyclists, recognize the achievements of local governments to create physical and social environments that weave bicycling and walking into the community.



Bicycle and Driver Education around New Infrastructure: Many of the bikeways recommended in this plan will be the first of their kind in the Village of Northbrook. The Village can help by educating the public about why roads are changing, and how to use them safely and successfully.

Program Recommendations (cont.)

Building a walkable and bicycle-friendly Northbrook takes more than sidewalks, trails, and bikeways. The Village of Northbrook will also support active transportation through programs and policies that encompass the Six E's of a walkable and bikeable community: education, encouragement, enforcement, engineering, evaluation, and equity.



Educational and Safety Campaigns: A broad public outreach and education campaign can help normalize bicycling as an accepted and welcomed way for people to travel in the Village of Northbrook through compelling graphics and messages targeted to motorists, pedestrians and bicyclists.



Specialized Bicycle-Focused Training for Law Enforcement: The Northbrook Police Department should continue to invest training opportunities that focus on bicycle and pedestrian laws, law enforcement, travel behavior, and education tactics to better support active transportation.



Targeted Law Enforcement: Targeted enforcement is an effective way of encouraging lawful travel behavior and instilling respect for other road users.



Bike Safety and Maintenance Training Workshops: Classes and workshops provide education and skills training to bicyclists of varying confidence levels.



Youth Bicycle Safety Classes: Instilling a love for bicycling in children and young adults can support long-term gains in cultural acceptance of and support for bicycling activity.



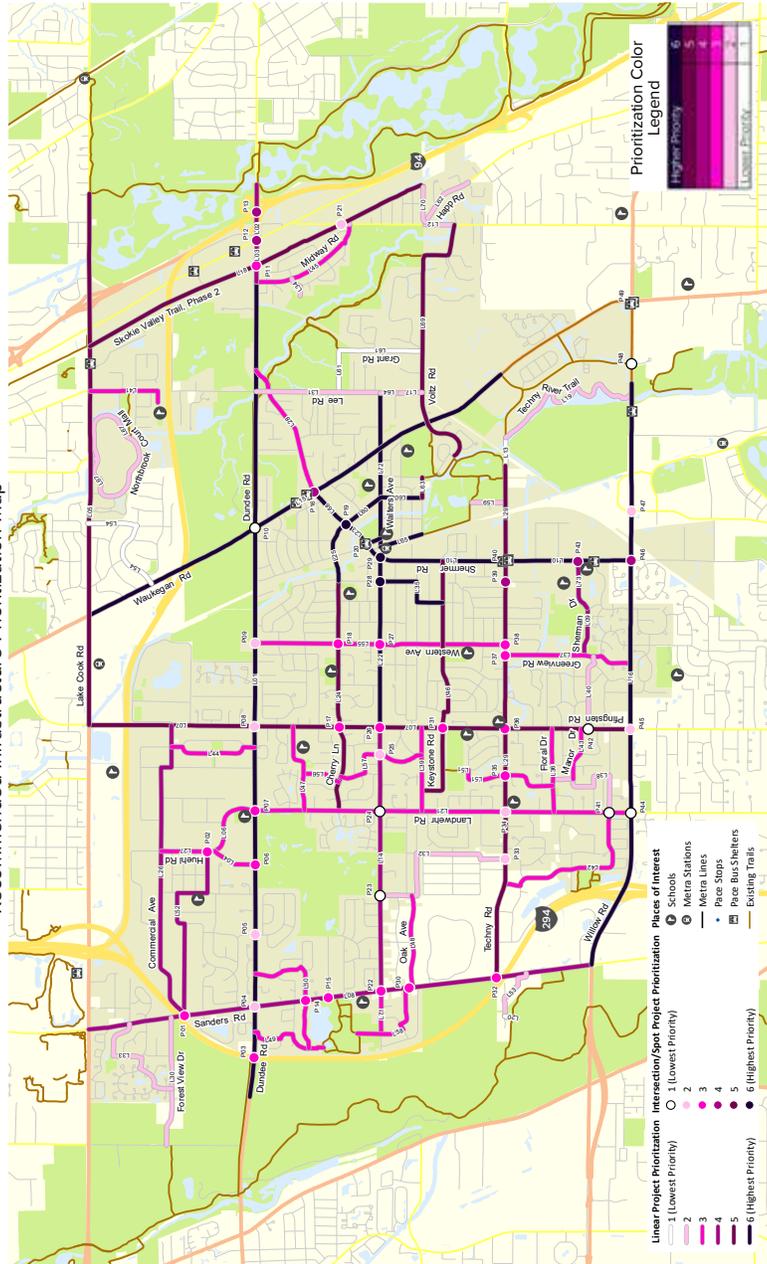
Themed & Targeted Bicycle Rides: Organized bicycle rides offer people a comfortable and fun way to explore Northbrook's bicycle routes and trails in a group setting. For many, these types of events build participants' confidence and knowledge of the bicycle network.

Draft Priorities

The Village of Northbrook is responsible for the efficient, cost-effective, and value-driven expenditure of taxpayer dollars. Bicycle- and pedestrian-related infrastructure projects and programs must compete with other capital improvements and municipal services, as well as with one another, for limited internal and external resources. To optimize investment in bicycle and pedestrian infrastructure, the following draft priorities are proposed based on how each project supports the objectives below.

The draft priorities will be re-evaluated by the Northbrook Bicycle Task Force annually.

Recommended Infrastructure Prioritization Map



Prioritization Methodology

Downtown Accessibility

These projects focus on increasing connectivity to, from, and within the Village core.

Regional Connectivity

These projects increase Village connectivity to adjacent communities and to regional recreation and trail amenities like the Des Plaines River Trail, the Chicago Botanic Garden, and the North Branch Trail.

Safe Routes to School

These projects focus on creating safe and comfortable paths from Northbrook neighborhoods to local elementary, middle, and high schools.

Safe Routes to Transit

These projects focus on creating safe and comfortable paths to commuter rail stations and bus stops with shelters.

Local Comfort and Safety

These projects help to build out the local active transportation network within the Village of Northbrook.

Northbrook Master Bicycle & Pedestrian Plan

Comment Form

Please use the space below to share your ideas with the Village.

Need Bridge Accross Dundee
also A Bridge across Edens Expressway
to Connect to the botanic gardens
there is a lot of traffic to the Botanic
Bike

James Lamb

Appendix B: Public Engagement Materials and Comments

This plan appendix documents public meetings and comments received by the Village during the planning process, from in-person comments provided at public meetings and events, to online comments shared via the project website. The appendix begins

Public Comments Via Email

JANUARY 31, 2018 – MELISSA HIRSCH

Here is the feedback from one of our parents...

“If there is further opportunity for input, areas in the district that could use safety improvements include:

1. Pfungsten/Kingston: a crosswalk here would be ideal (with signage?). This is the one item nearest/dearest to my family, as my kids walk to Maple often and will also walk to GBN. There are so many kids that live W of Pfungsten that would also benefit. Otherwise, they have to go down to Techny or up to Willow, lengthening their walk and exposing them to lots of dangerous streets/driveway where people aren't very attentive. Molly (6th grade) is working on this as her Bat Mitzvah project, so this is also a parent's plug for support.
2. Kingston – N side, no sidewalk
3. Techny E of Western – no sidewalk on S side for 3-4 houses, so kid's SW of Pfungsten/Techny need to get to N side to walk to school on a continuous sidewalk.
4. E Side of Pfungsten- There's a big drainage ditch running the length of Pfungsten from Floral to Kingston, no sidewalk there
5. Around Wescott, should request no parking signs for one side of street. People park on both sides of neighborhood streets and block 2-way traffic. Lots of student drivers in the area after school, too, making it even more dangerous.”

1/30/18 - TONY REPP

Tim,

Thank for forwarding the existing conditions report. We have not major comments, but I have listed a few items for consideration below:

- » Our currently programmed Bike plan is attached. There have been some alterations since the inception of our Bike and Sidewalk Master Plan in 2007.
- » We are set to begin evaluating our bike paths and Village gateways in the coming year. We will likewise keep you and the Northbrook staff briefed on our progress and evaluations of potential new or revised bike improvements.
- » The Village of Glenview have no places for bike paths or routes along Pfungsten Road and that tis listed as one of your gateways. This may change following our upcoming evaluation, but currently there are no plans.

1/23/18 - DAVID KIRCHER

Only thing we noticed was the existing trail shown at Somme Woods is not accurate. It shows up on all maps. Check the North Zone map at fdcc.com for the trail alignment recognized by the FP.

1/18/2018- TIM GRZESIAKOWSKI

Hi Tim:



I've reviewed the draft existing conditions chapter of the Northbrook Bike and Pedestrian Plan. I also went back and reviewed the 2003 Northbrook Bicycle Plan, as well as other resources listed on the Village's website. A lot of good work went into the 2003, and the current plan. Since the TMA represents area business, I'm looking at what impact this would have on employees that may want to bike to work either from an area train station or bus stop, as well as employees that may want to bike all the way to work.

One major issue, which you address in the report, is connecting Northbrook's bike/ped network to surrounding communities. Since there are several jurisdictions (Glenview, Riverwoods, Deerfield), as well as unincorporated Cook and Lake Counties, adjacent to Northbrook's corporate limits, coordinating with these entities will be important. Similarly, the jurisdiction of major roads is a mixture of agencies, (IDOT, Cook County DOT, Village of Northbrook), and coordination with these various entities will be needed to provide connections between communities.

I'm glad to see that Northbrook has regulations in place to build sidewalks, but worry about adjacent communities. Sky Harbor business park to the Lake Cook Metra Station would be a relatively easy commute in terms of distance. Commercial and Huehl are good bike network streets. But Pfingsten is considered a fair bike route, and there is a gap on Lake Cook between Pfingsten and the Metra Station.

There is a connection to the Des Plaines River Trail at Forest River Drive and Portwine, and Sanders Rd. is listed as a good bike route over to Lake County, though from the Village's map, Sanders would be via the sidewalk. This trail connection could also be to reach Sky Harbor, though I think that many potential bike commuters don't know this connection exists, and increasing awareness about it would need to be improved. Dundee Road has a connection to the trail, but speed limits along that section of highway make it too dangerous for bicycle commuting.

There is another connection to the Des Plaines River Trail at Winkelman near Allstate's campus, but accessing Sanders Road or Willow Roads are challenged due to traffic volumes and speed limits.

Lake Cook Road west of the Lake Cook Metra Station provides similar challenges, though the access road on the South Side of Lake-Cook in Deerfield, may provide an option for bicycling. I know there are no sidewalks on the access road.

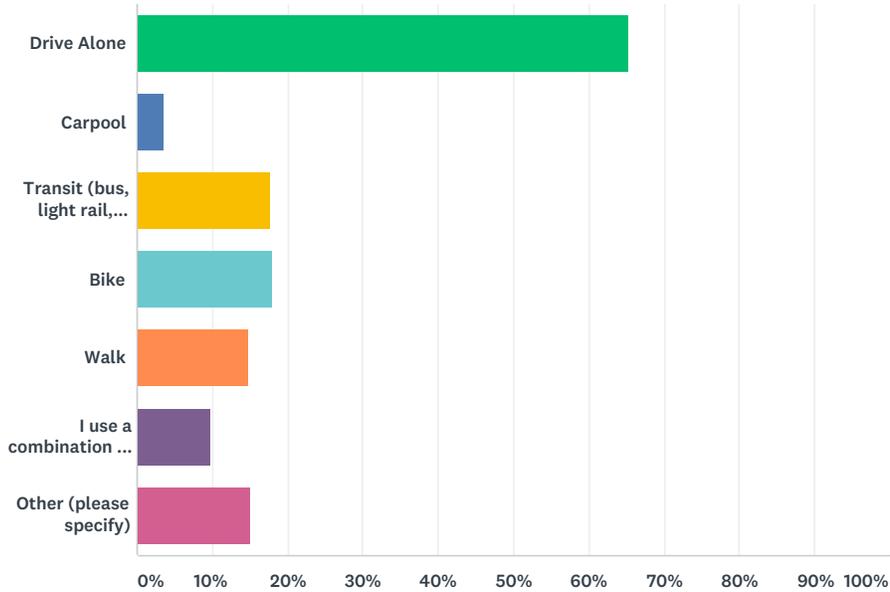
We know that there are bicycle groups at Allstate and Astellas, which are interested in seeing improvements to area roadways to facilitate bicycling as a commute option. The Village has done good work in promoting cycling and walking as commuting alternatives, and anything that can be done in conjunction with neighboring communities to provide a cohesive network should be encouraged as part of the plan.

Online Survey Results

Northbrook Master Bicycle and Pedestrian Plan

Q1 How do you primarily get to and from work? If you use multiple modes, select all that apply.

Answered: 277 Skipped: 4

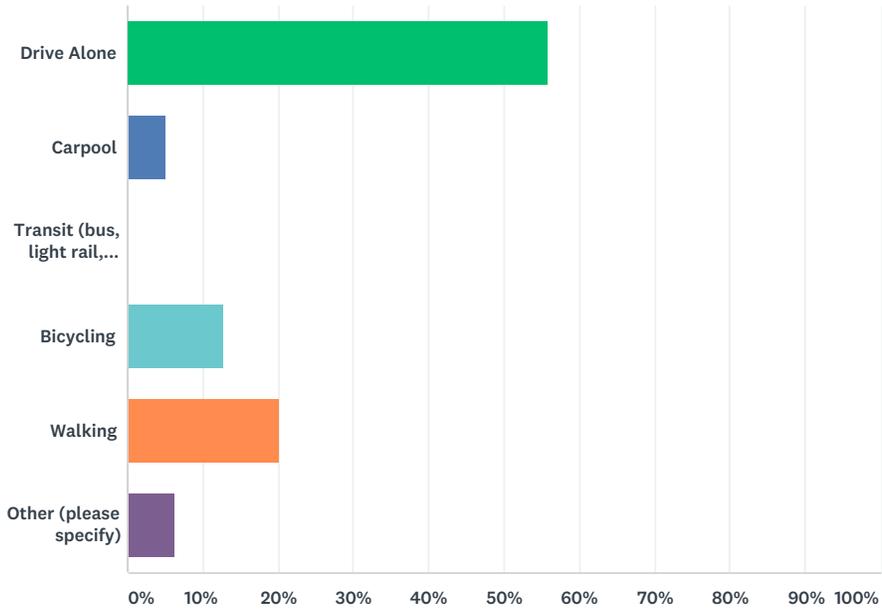


ANSWER CHOICES	RESPONSES	
Drive Alone	65.34%	181
Carpool	3.61%	10
Transit (bus, light rail, shuttle)	17.69%	49
Bike	18.05%	50
Walk	14.80%	41
I use a combination of modes to get to work	9.75%	27
Other (please specify)	15.16%	42
Total Respondents: 277		



Q2 How do you get around town when you're not going to work? What mode of transportation do you use the most often?

Answered: 258 Skipped: 1

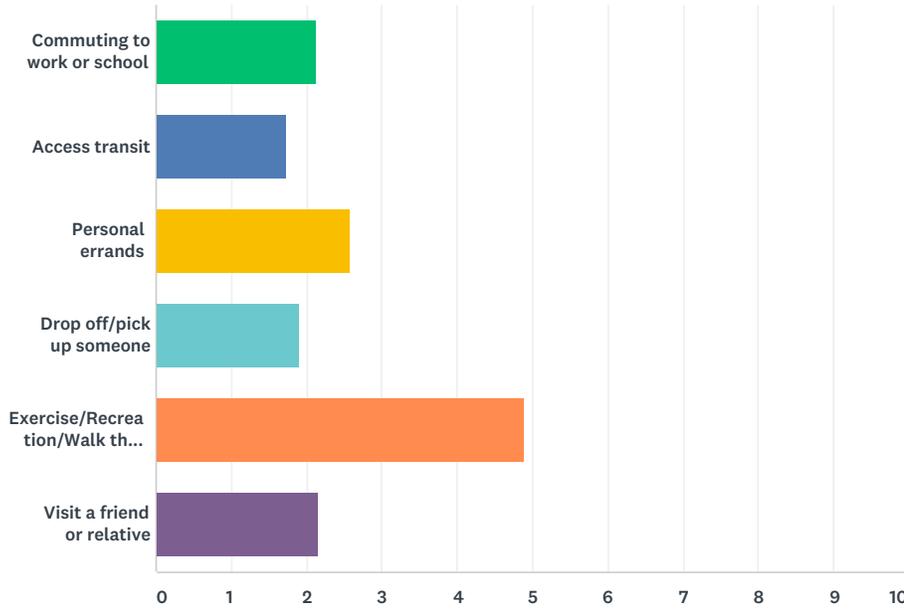


ANSWER CHOICES	RESPONSES	
Drive Alone	55.81%	144
Carpool	5.04%	13
Transit (bus, light rail, shuttle)	0.00%	0
Bicycling	12.79%	33
Walking	20.16%	52
Other (please specify)	6.20%	16
TOTAL		258

Northbrook Master Bicycle and Pedestrian Plan

Q3 How many days per week do you WALK to do the following activities?

Answered: 237 Skipped: 22



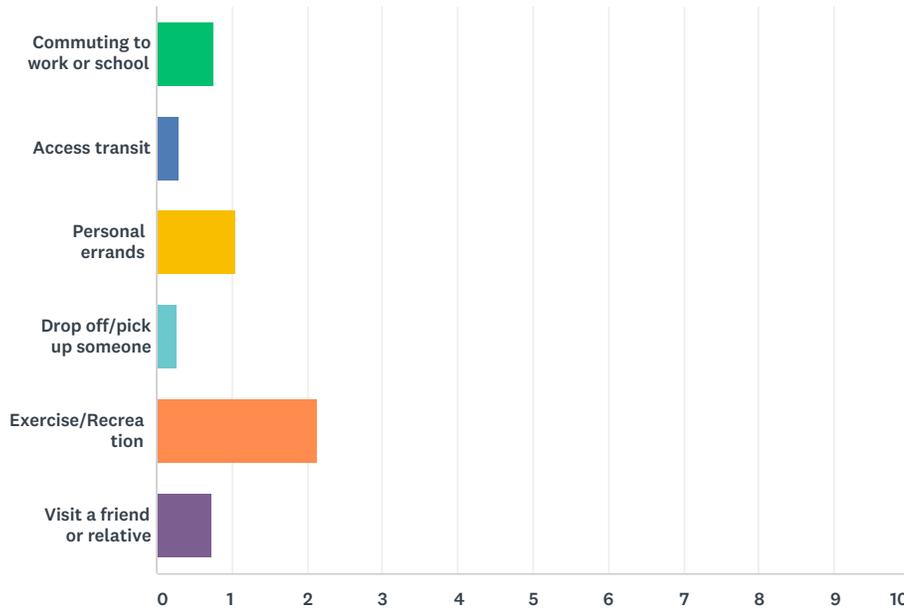
	0	1	2	3	4	5	6	7	TOTAL	WEIGHTED AVERAGE
Commuting to work or school	67.77% 143	8.06% 17	4.27% 9	2.37% 5	1.42% 3	14.22% 30	0.47% 1	1.42% 3	211	2.13
Access transit	76.00% 152	9.00% 18	2.50% 5	2.00% 4	1.00% 2	9.00% 18	0.00% 0	0.50% 1	200	1.73
Personal errands	36.07% 79	25.11% 55	17.35% 38	8.68% 19	3.20% 7	2.74% 6	1.83% 4	5.02% 11	219	2.58
Drop off/pick up someone	73.23% 145	8.08% 16	4.04% 8	2.53% 5	0.00% 0	8.59% 17	0.51% 1	3.03% 6	198	1.91
Exercise/Recreation/Walk the dog	8.30% 19	7.42% 17	11.35% 26	18.34% 42	13.10% 30	15.72% 36	6.11% 14	19.65% 45	229	4.90
Visit a friend or relative	48.10% 101	23.33% 49	13.33% 28	5.71% 12	3.81% 8	2.86% 6	1.43% 3	1.43% 3	210	2.15



Northbrook Master Bicycle and Pedestrian Plan

Q4 How many days per week do you BIKE to do the following activities?

Answered: 235 Skipped: 24

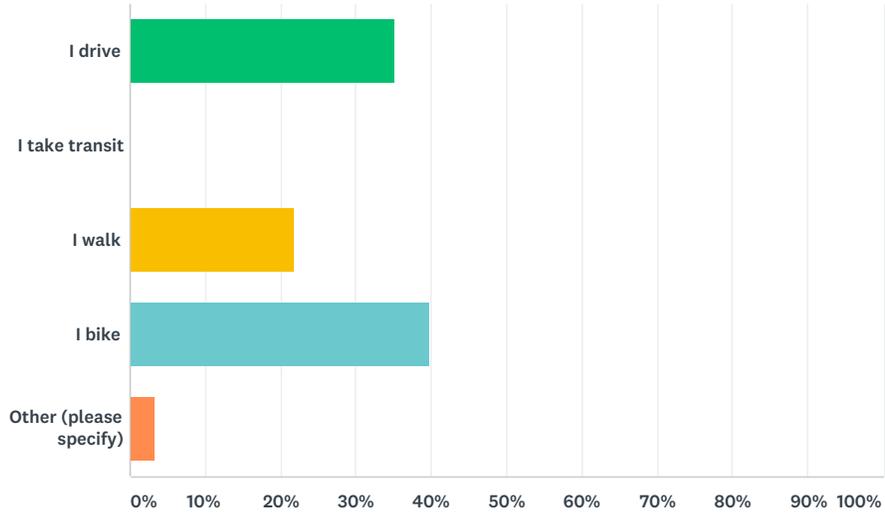


	0	1	2	3	4	5	6	7	TOTAL	WEIGHTED AVERAGE
Commuting to work or school	74.16% 155	6.70% 14	4.78% 10	6.22% 13	0.96% 2	7.18% 15	0.00% 0	0.00% 0	209	0.75
Access transit	88.12% 178	4.46% 9	3.47% 7	0.99% 2	0.50% 1	1.98% 4	0.00% 0	0.50% 1	202	0.30
Personal errands	52.11% 111	23.00% 49	9.86% 21	7.98% 17	2.35% 5	1.88% 4	1.41% 3	1.41% 3	213	1.04
Drop off/pick up someone	87.82% 173	5.58% 11	2.03% 4	2.54% 5	0.51% 1	1.02% 2	0.51% 1	0.00% 0	197	0.27
Exercise/Recreation	27.27% 63	19.05% 44	18.18% 42	12.55% 29	7.36% 17	7.36% 17	4.33% 10	3.90% 9	231	2.13
Visit a friend or relative	68.32% 138	15.35% 31	7.43% 15	2.48% 5	1.49% 3	1.98% 4	0.99% 2	1.98% 4	202	0.73

Northbrook Master Bicycle and Pedestrian Plan

Q5 If you're going to visit a park or use area trails, how do you primarily get to and from the park or trail?

Answered: 234 Skipped: 25



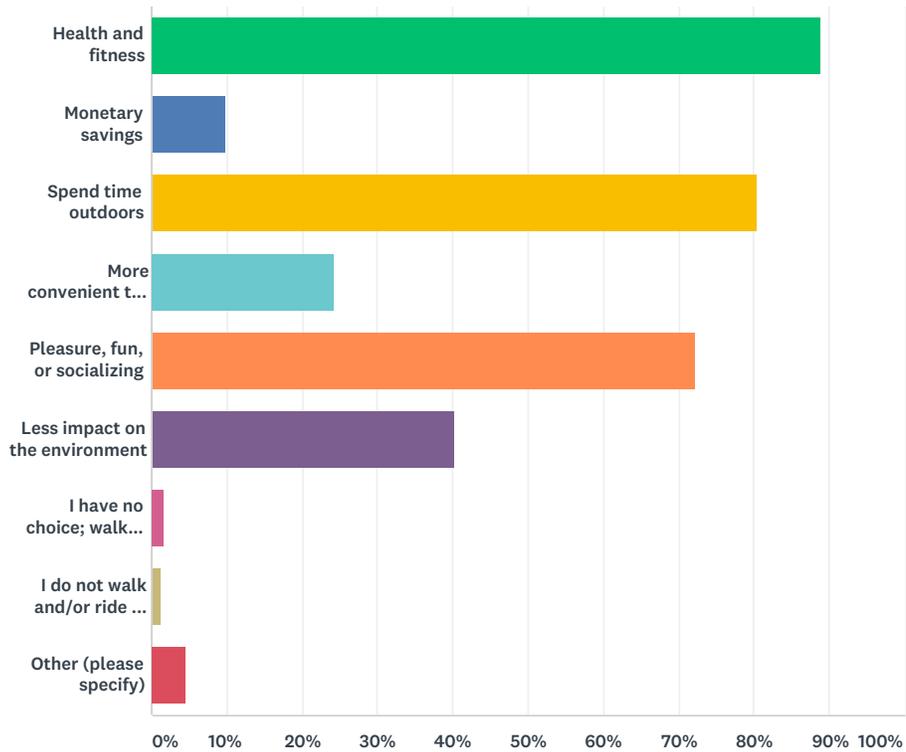
ANSWER CHOICES	RESPONSES	
I drive	35.04%	82
I take transit	0.00%	0
I walk	21.79%	51
I bike	39.74%	93
Other (please specify)	3.42%	8
TOTAL		234



Northbrook Master Bicycle and Pedestrian Plan

Q6 Why do you walk or bike? (check all that apply)

Answered: 234 Skipped: 25

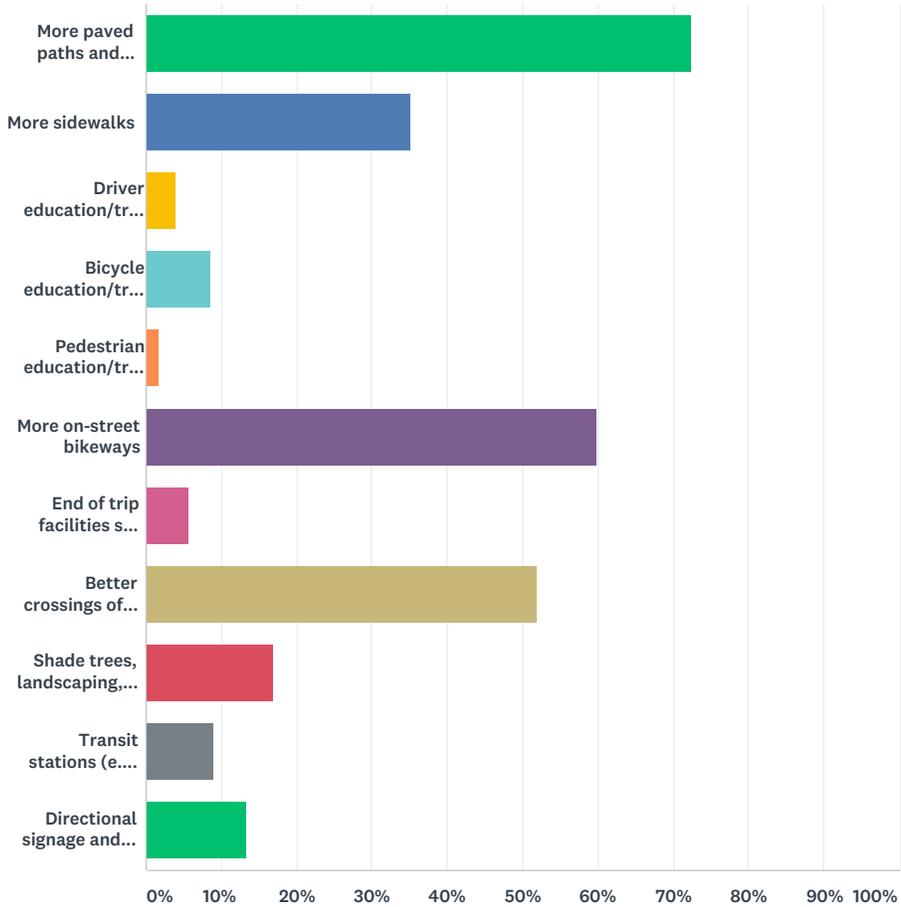


ANSWER CHOICES	RESPONSES	
Health and fitness	88.89%	208
Monetary savings	9.83%	23
Spend time outdoors	80.34%	188
More convenient than driving	24.36%	57
Pleasure, fun, or socializing	72.22%	169
Less impact on the environment	40.17%	94
I have no choice; walking and/or bicycling is my only option	1.71%	4
I do not walk and/or ride a bicycle	1.28%	3
Other (please specify)	4.70%	11
Total Respondents: 234		

Northbrook Master Bicycle and Pedestrian Plan

Q7 Please select your top three priorities for future transportation investment.

Answered: 231 Skipped: 28



ANSWER CHOICES	RESPONSES	
More paved paths and trails	72.29%	167
More sidewalks	35.06%	81
Driver education/training (classes, workshops, handouts)	3.90%	9
Bicycle education/training (classes, workshops, handouts)	8.66%	20
Pedestrian education/training (classes, workshops, handouts)	1.73%	4
More on-street bikeways	59.74%	138
End of trip facilities such as bike parking, showers, or changing rooms at my destination	5.63%	13
Better crossings of major streets	51.95%	120
Shade trees, landscaping, lighting	16.88%	39



Northbrook Master Bicycle and Pedestrian Plan

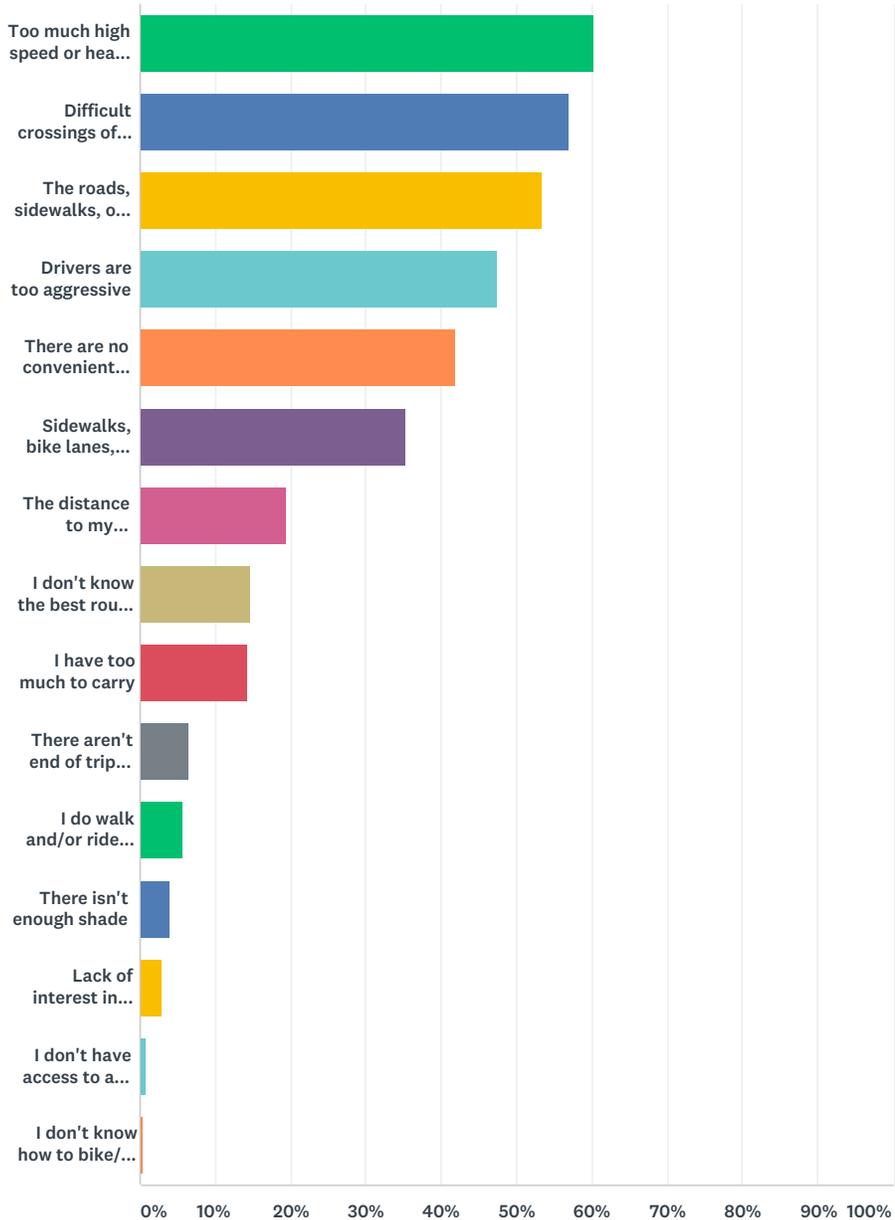
Transit stations (e.g. bus and train stops; park-n-ride facilities)	9.09%	21
Directional signage and wayfinding	13.42%	31
Total Respondents: 231		



Northbrook Master Bicycle and Pedestrian Plan

Q8 What are the top five obstacles or concerns that may prevent you from walking and/or bicycling more? (Please make up to five selections)

Answered: 232 Skipped: 27



ANSWER CHOICES	RESPONSES	
Too much high speed or heavy traffic	60.34%	140
Difficult crossings of major streets	56.90%	132



Northbrook Master Bicycle and Pedestrian Plan

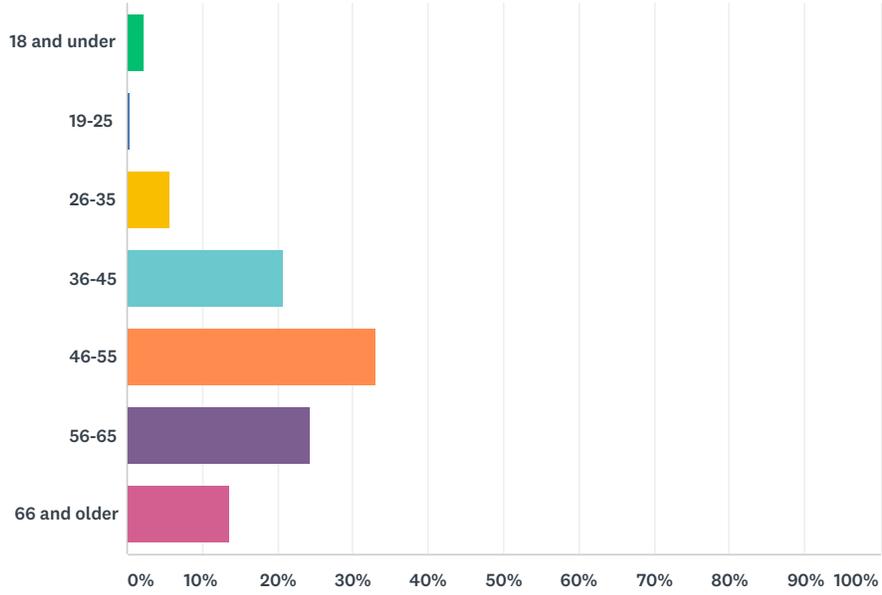
The roads, sidewalks, or trails do not feel safe	53.45%	124
Drivers are too aggressive	47.41%	110
There are no convenient routes to the destinations I would like to go to	41.81%	97
Sidewalks, bike lanes, trails are not well-maintained	35.34%	82
The distance to my destination is too far	19.40%	45
I don't know the best routes for walking/bicycling to get to where I want to go	14.66%	34
I have too much to carry	14.22%	33
There aren't end of trip facilities such as bike parking, showers, or changing rooms at my destination	6.47%	15
I do walk and/or ride frequently enough; no concerns here!	5.60%	13
There isn't enough shade	3.88%	9
Lack of interest in walking/bicycling	3.02%	7
I don't have access to a bike	0.86%	2
I don't know how to bike/I am unable to walk	0.43%	1
Total Respondents: 232		



Northbrook Master Bicycle and Pedestrian Plan

Q9 What is your age?

Answered: 227 Skipped: 32



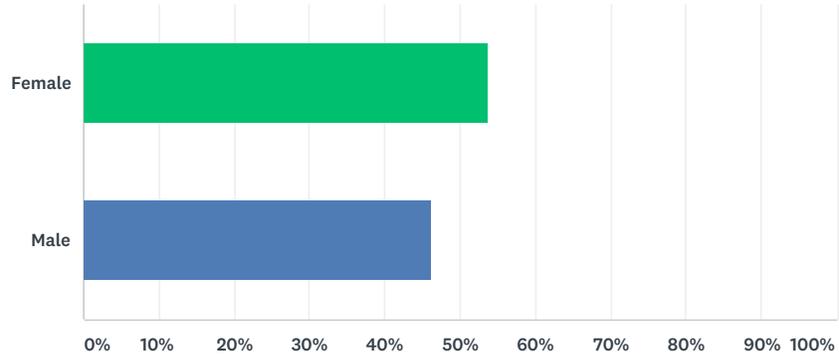
ANSWER CHOICES	RESPONSES	
18 and under	2.20%	5
19-25	0.44%	1
26-35	5.73%	13
36-45	20.70%	47
46-55	33.04%	75
56-65	24.23%	55
66 and older	13.66%	31
TOTAL		227



Northbrook Master Bicycle and Pedestrian Plan

Q10 What is your gender?

Answered: 208 Skipped: 51



ANSWER CHOICES	RESPONSES	
Female	53.85%	112
Male	46.15%	96
TOTAL		208

Other Comments

TABLE 1. EMAIL COMMENTS

NAME	EMAIL	COMMENT	LOCATION 1	LOCATION 2	ISSUE	RECOMMEN- DATION
Bob Seaverns	chrisseaverns@gmail.com	Area of concern surrounded by Sanders rd west, Sunset In north, Laburnum rd east and Dundee rd south. We have many adults, children and families walking and riding bikes in this area. Our sidewalks are raised and uneven in many areas due to settling and tree roots. The trees along our streets and sidewalks have over hanging tree branches that hit you in the face while riding our bikes. Sunset In has daily vehicles speeding up and down our street. This is done by local and non local drivers. We need speed limit signs and children present signs.	Sunset Ridge	Dundee		New Signage
WAYNE SCHOEN- MAKERS 1950 FARNSWORTH LANE #109 NORTHBROOK IL 60062	wayneschoenmakers@ yahoo.com	I could not attend tonight's meetings (Dec6th) but I would like to raise a question. At the moment, one can ride on the sidewalk along Waukegan road almost anywhere in Northbrook except for a 300 yard stretch between Dundee road and the overpass of the Eden's spur. There is even a provision for crossing the spur along the east side of the bridge that is protected from road traffic hazards but it is not connected to a sidewalk or bike path on either end. I have seen mothers with their baby in a carriage walk the grass to go north and commuting bikers trying to negotiate the traffic while forced to be biking in the right lane endan-gered by fast moving traffic. As a recreational biker myself I have walked in the grass and the gravel that is covering about half of the 300 yard stretch whenever I go to Deerfield farther north. The crosswalk at the corner Dundee would be a perfect starting point for a four feet sidewalk I have spoken with a policeman in his parked vehicle at one time who men-tioned that it is not the responsibility for Northbrook but someone somewhere must have the author-ity to provide safe passage along the section of Waukegan road. Please let me hear from you, I thought it might need your attention if it does not have that already!	Waukegan		Speeding	Sidewalk



NAME	EMAIL	COMMENT	LOCATION 1	LOCATION 2	ISSUE	RECOMMEN- DATION
Dorie Gaty	doriegaty@yahoo.com	<p>I cannot express enough how unsafe the downtown area is for walkers and bikers. The Meadow/Shermer area is not as pedestrian friendly as it needs to be in order to encourage the pedestrian traffic we'd like to see to help our shops and restaurants. Those in cars are out for themselves. The speed limit is low, but it is ignored by busy commuters who are only out for themselves. It mortified me the day I saw a father crossing Meadow with his two small children on tricycles. He had the walk sign and a left-turning vehicle came within a few feet of hitting them. The father had to yell at the car to stop, then his small children got scared and started to cry. Meanwhile they had to get themselves out of the intersection before the light turned. After that day, I myself sprained my ankle crossing in that exact spot. I was crossing with my dogs and my 9-year old. I was so worried about cars turning left despite our walk sign that I was watching my son instead of the street. There was a low spot because of the bad brick in the walkway and I twisted my ankle in a low point. I fell in the street and was luckily able to get to the corner along with my dogs and son. (luckily the recent repairs have fixed the low point) I hate crossing Meadow and Shermer and have seen too many near accidents. Their need to be changes at that corner with safety in mind, especially in the summer when it is a bubbling area every night of the week (especially though on Tuesdays when there are concerts in the park). I have yet to see a police officer pull over a speeder in that area. I walk my dogs every day. I truly enjoy walking all over Northbrook. I love walking to Techy Prairie Park and enjoy the trails there. I do think some of the bicyclists do not know how to share the path very well and do a horrible job of letting people know they are about to speed by. Two other spots that are difficult to cross are at Cedar and Cherry and Cedar and Walters. Cars pull into the crosswalk on Cedar, making it difficult to cross at the stop sign. Cedar and Cherry should be a 4-way stop and I'm so disappointed the village did not make this change. The changes to that intersection help, but it's not enough. There are still accidents and people also pull into the crosswalk on Cedar. Overall, I feel safe on my walks and walk around 3 to 5 miles a day with my dogs. I will always take advantage of our wonderful surroundings in downtown Northbrook. However, there are trouble spots that need to be addressed</p>	Downtown		Unsafe Walking Conditions	Better Walking Connections

NAME	EMAIL	COMMENT	LOCATION 1	LOCATION 2	ISSUE	RECOMMEN- DATION
Joyce Brown	fdsecy@aol.com	Too bad the Village of NBK has traffic calming 'bump outs' (Bad, Bad idea) on some major streets going into the downtown area; these could have been designated bike lanes. Narrowing any more roads into the downtown area will discourage shoppers from buying from local merchants, even though the village encourages residents to "SHOP LOCAL". You can't take a week's worth of groceries home on a bike. There are several grocery stores just over the NBK boundaries, Jewel on Willow, Jewel in Deerbrook, Mariano's on Willow. The same goes for Hardware stores, Home Depot on Lake Cook and another on Willow in Glenview.	Downtown		Bump Outs	
Elizabeth Rzepiela	elizabeth_422@yahoo.com	This is a very good idea to improve walk/bike paths. My hope is that this project will implement paths in the areas leading to Wescott, Maple and GBN HS.....specifically under the Techny viaduct, 2nd street and perhaps on Shermer road. Kids can ride bikes to school safely if paths would be available.	GBN			New Trails
Jessica Wayne	jessica.wayne@ameritech.net	I would like to suggest that bike trails be added to Lee and Grant Streets in Northbrook. We, along with many others, walk and ride bikes along these roads, and it would be much safer with separate lanes for bikes.	Lee Rd	Grant St		Bike Lanes
Jenni Cha	jencha73yahoo.com	It would be great to have a safe way to walk/bike on Voltz Road and Sunset Ridge. Likewise, it would be great to connect the Williamsburg neighborhood with the rest of Northbrook with a bike/walking path.	Voltz Rd	Sunset Ridge		Better Walking /Biking Connections



TABLE 2. MAP COMMENTS

NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMENDATION
Carrie Williams	To get from downtown Northbrook to the Botanic Gardens or east of Skokie on Dundee via sidewalks/trails/paths across Shermer/Lee east of Waukegan or on Dundee east of Waukegan would tie Northbrook into a great trail system and even provide a path from Northbrook to the Glencoe Metra station.	Botanic gardens	Downtown			New Trails
Carrie Winkler	A safer, wider sidewalk/bike path to access east of 94.	Botanic gardens	Dundee			New Trail
Anonymous	A connection to the Gardens/Bike trail would be ideal	Botanic gardens				Better Biking Connection
harvey	Riding to Botanic Garden, another great destination is horrible. Sidewalk only access on both Dundee and Lake Cook Rds.	Botanic gardens			Poor Sidewalk	
Stephen Downey	Somehow connect/improve the pedestrian walkway and/or cycle trail over the Edens to give Northbrook residents greater access to the Skokie Lagoons and Green Bay Trail.	Botanic gardens				New Trail
natalie	safer routes from northbrook to botanic gardens and further east to along Sheridan/greenbay	Botanic gardens				Better Biking Connection
Denise Handler	I would like to see better monitoring at this intersection and the intersection of Cherry and Western. Many people do not stop at either of these stops.	Cherry	Western			Enforcement
Marci Adams	Crossing cherry near westmoor school is difficult as cars do not stop even when pedestrians are in the crosswalk. there are crossing guards during peak times but for after-school activities and weekend events a flashing sign is needed	Cherry			Unsafe Walking Conditions	Flashing Beacon
Public Meeting	Chipilly Woods is isolated and should have trails.	Chipilly Woods				
Public Meeting	DP River Trail Signage needed on Winklemen west of river and Milwaukee	Des Plains River Trail	Winkleman			Singage
Anonymous	Bike connection needed to get from Northbrook to the Des plaines trail	Des Plains River Trail				Better Biking Connection
Josh Ticho	Biking to/from downtown NB or to the library is not enjoyable. Vehicles on Shermer move far too quickly and without concern for a biker. The sidewalks are terrible for biking! Bike lanes should be available on all streets around GBN so that teens do not have to bike on sidewalks.	Downtown	Shermer		Speeding	
Anonymous	More bike friendly downtown could encourage Northbrook residents to visit our businesses instead of driving to other towns	Downtown				



NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Dick Glidden	Put up another pedestrian bridge from the Little Louies back lot across the river to the back of the Starbucks strip mall.	Downtown				
Dick Glidden	Acquire a property on the South Side of Church and punch a path, build a pedestrian bridge across river to Village Green. Walking around to Shermer or Walters is much less enjoyable (dealing with traffic or absence of sidewalks on the N side of Walters)	Downtown				
Carrie Winkler	A more protect walking/cycling sidewalk or path is needed. Kids and adults are using this pathway to get to friends, school, downtown, etc. and there is no curb and barely any parkway to help protect pedestrians.	Downtown			Unsafe Walking/Bicycling Conditions	
Bob Israel	A path to connect the north south routes across and through the village.	Downtown				Better Biking Connection
Anonymous	dedicated bike and walking path over the edens/route 41 to make a safer transition to botanic gardens trail and to green bay trail	Dundee	Botanic Gardens			New Trail
Ed Simkin	Dundee and Phingsten - difficult in make turns	Dundee	Pfingsten			
Ed Simkin	Dundee and Sanders - intersection crossings difficult to bicycle as a result of autos turning without respect to stop lights or pedestrians	Dundee	Sanders			
Geoffrey Graham	There is no walk signal for east- and westbound pedestrian traffic on the north side of Dundee at Sanders and Dundee.	Dundee	Sanders			New Signal
Rebecca Nierman	To cross at Dundee and Skokie Blvd. is too busy and unsafe. I have to turn on a bike to cross the overpass of 94 while traffic is merging onto 94. I want to go to the bike trails by the garden and it is difficult to get there without driving my bike there. I would choose to bike the whole way if there was a decent, safe bike path to get there.	Dundee	Skokie		Unsafe Bicycling Conditions	Better Biking Connection
Public Meeting	Stoplight at Mariano's is very challenging for pedestrians. Consider a leading pedestrian signal here like in Chicago.	Dundee	Skokie Blvd		Unsafe Walking Conditions	LPI
harvey	the worst sidewalk access is the one on Dundee Rd just east of Skokie Blvd. With sharp turns and a slight uphill and traffic merging onto Edens Expressway, heading east to Botanic Garden and North Shore Trail is not fun!	Dundee	Skokie Blvd		Poor Side-walk	
Anonymous	Walk signs do not change when you press the button	Dundee			Signal Problem	
Ben	Bridge over 294 feels very narrow and cars are going 50+mph right next to you on Dundee. One mistake on the bike, and you could be killed	Dundee			Speeding	
Jeff	Could we build a dedicated bike like down Dundee from Sanders to Skokie that would service both recreational bicyclists and commuters?	Dundee				New Trail



NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Jeff	The sidewalk here always has lots of gravel and glass and is uphill. Very dangerous.	Dundee			Unsafe Walking Conditions	
Paul Moretta	It is difficult to ride along Dundee road especially if you want to get to the Botanic gardens, Sheridan road or the Forest Preserve Trail. A bike path is needed from Shermer to Glencoe.	Dundee				New Trail
Bill Theisen	I ride the forest preserve trails a lot and the scariest part is trying to get from my house to the trails on Dundee. (And I use the sidewalks)	Dundee			Unsafe Bicycling Conditions	
Dave Sievert	Sidewalk narrow and not well maintained through the summer. Key route for getting to bike paths in Skokie Lagoons.	Dundee			Unsafe Bicycling Conditions	
Rob	I have 2 boys that need to be able to ride there bike to field middle school.	Field Middle School				
Rob	I have two boys that need to walk and ride there bikes from Timberlane Drive to Capital Drive.	Field Middle School				
Susan Harrison	It's dangerous to ride a bike from Sanders to Field School & GBN. There should be a bike path & sidewalks along Techny from Sanders to Techny East. Also need sidewalks on Cedar, between Manor & Floral to get to Floral Park.	GBN	Field Middle School	Cedar	Unsafe Bicycling Conditions	Bike Lanes
Athena Abbott	High School students routinely need to dodge traffic to cross Techny to get to school at Second Street.	GBN	Techny		Speeding	
Anonymous	Would be nice if there was a bike lane around GBN, so parents can feel safer about their kids biking to school	GBN				Bike Lanes
Molly Becker	A crosswalk or signage will allow students at Maple or GBN to cross Pfingsten more easily from the west in order to get to school.	GBN				Signage
Jessica Lensch-Falk	Cars often do not stop for pedestrians crossing by Greenbriar school unless a crossing guard is there. The flashing lights that were installed do not help.	Greenbriar School				
Lori Warnygora	Greenview Rd sidewalk should be cleared of snow, it is used by students walking to 3 schools & many pedestrians. People are forced to walk in the street which is narrow with no side parking. Thanks!	Greenview Rd			Snow Removal	
Jeff	If you could make crossing Lake Cook on Sanders safe for a bike, I would be able to commute to work every morning.	Lake Cook Rd	Sanders			Better Biking Connection
Public Meeting	Long-term improvement: Major employment along Lake Cook Road. Need bridge over Tri-State at Huehl Rd.	Lake Cook Rd				Bridge
Dick Glidden	A pedway bridge across the spur at Lee would go a long way to connect Williamsburg and Northbrook Court to the rest of the community.	Lee Rd	Downtown			

NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
MICHAEL GOLD- EN	At Lee & Lake Cook Road there is a northbound crosswalk but no way to activate the stop light. You must wait for a car going northbound to stop traffic on Lake Cook.	Lee Rd	Lake Cook Rd			
Matt Cassidy	If you want to improve safety at this train station and crossing, put a tunnel underneath at the south end of the platforms. Its graded up anyway, and it would stop the problems if people running across in front of trains.	Metra Station				Underpass
harvey	getting to Northbrook Court from Northbrook is a challenge. From the north (Highland Park area) offers easier access off Red Oak Lane, but then how to get to downtown NB is challenge	Northbrook Court				
Kristina Orticelli	Kids cross the train tracks on bikes to get to NBJH. Also NBJH calculates the "free bus" costs based on crossing the tracks (or used to).	Northbrook Junior High	Waukegan		Unsafe Bicycling Conditions	
harvey	Oakmont Dr offers great access from the north to Waukegan & Lake Cook Rd but then biking is brutal	Oakmont Dr	Waukegan	Lake Cook Road		
Tracey Becker	We need a crosswalk and caution signage in the street here so kids can get from the W side to the E side for Maple Middle School and GBN on foot or bike.	Pfingsten	Kingston		Unsafe Walking Conditions	Crosswalk
Daniel Chertok	A bike path along Phinsten would also be a nice-to-have for quick shopping trips to Jewel, the banks and nearby stores or the area near Cook Rd.	Pfingsten	Lake Cook Rd			New Trail
Ed Simkin	Route, starting at Phingsten, is difficult as it passes many busy inter-sections.	Pfingsten				
Dave Sievert	Narrow road with no shoulder (for better biking support)	Pfingsten			Unsafe Bicycle Conditions	
Debbie Martinez	It would be beneficial to our community to develop sidewalks. Our family and many families in our subdivision be able to enjoy access to the parks and new developments.	Sanders	Evergreen Lane			Sidewalks
Douglas Gerle- man	Sanders Road: Too narrow for separate bike lane but needs shoulders to allow bikes like IDOT built on Pfingsten from White Pine (near Techny) to Highland Road (near Willow). Shoulder can be used for auto emergency or bike travel. This much safer than forcing bikes on fast arterial or sidewalks with peds & baby carriages. You can also narrow lanes to 11' for traffic calming around school, parks& intersections to provide safer bike access. Do this along entire Sanders for FHWA Complete Streets	Sanders				Painted Shoulders



NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Sunny Ju	We have two little children in our home, 6 & 9. We don't have sidewalk nor bicycle path on Sanders. It endangers our children. I see many people walking on the shoulder of Sanders. It doesn't look safe at all. It would be great to have sidewalk on Sanders, so our family and neighbors can walk to Field school and shopping in the corner of Willow and Sanders... the new sidewalk will keep the local clients in the area for business. Thanks!	Sanders			Unsafe Walking Conditions	Sidewalks
Jan Zorn	Currently, there is no safe way for a pedestrian or a cyclist to travel between Willow Rd and Dundee Rd along Sanders Rd. There are stretches that have sidewalks, but they are incomplete.	Sanders			Unsafe Walking Conditions	Sidewalks
Robbie Weiland	Many people including myself cross Sanders and Greenacre to leave or get to Wood Oaks Park. I was always wanted either a crosswalk, stop light, or stop sign at this intersection. On Deerfield road by the train tracks, there are crosswalks with blinking lights when you press the button. This helps a lot and I see it very effective.	Sanders				Crosswalk
Dorie Gaty	Shermer and Meadow is often pedestrian/biker vs cars going way too fast. The speed limit is only 25 and that is often ignored. The lights need to be better and this needs to be a safer area if we want walking traffic in downtown frequenting our shops and park. I have seen pedestrians almost hit by cars turning left and not obeying the pedestrian right of way when they have the walk signal. I myself sprained my ankle crossing here because I was watching for cars turning instead of the street.	Shermer	Meadow		Speeding	
Public Meeting	Timber Lane needs a green street sign on Shermer.	Shermer	Timber Lane			Street Sign
Anonymous	"Intersection of Shermer & Willow: Need two left turn lanes for southbound Shermer onto eastbound Willow. Traffic backs up dangerously onto Shermer. Also should be no left turn out of the BP gas station onto Shermer. Too dangerous"	Shermer	Willow			New Traffic Configuration
Frank Bleeker	A bike path on Shermer from (funded) Glenview bike path (south of Willow) to Northbrook Village center. Path would link highschool, middle school, train station and shopping/restaurants. In addition, it would link bike paths in Glenview, on Techy, and Village Green.	Shermer				New Trails
Ed Simkin	No bike path on Shermer	Shermer				Bike Lanes
Anonymous	Very difficult to cross Shermer Rd. to get to Wescott. Cars ignore pedestrians and bicyclists.	Shermer			Failure to Yield	
Public Meeting	A Bicycling/walking path along the utility corridor west of Skokie Blvd from Tower to Lake Cook Road would be extremely helpful	Skokie Valley Trail				New Trail

NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Earl Slavin	I commute daily on bike from the Highland park Hospital to my job at the Crossroads Car Wash in HP. I fish my way thru Sunset Park to the HP pool where I take the pedestrian overpass. From there it's all trails for me south bound on the Skokie Valley Trail. After work I ride north on the Skokie Trail recreationally for the evening. I would love to go south into Northbrook to Mariano's but the trail ends at Lake Cook. When the trail is extended to Dundee I will visit and shop in Northbrook.	Skokie Valley Trail				
AMF	Repurpose the old railway/track-bed as a trail to traverse from Lake Cook to Dundee without riding on sidewalks along Skoke Blvd. Since creating this path would be of minimal impact to surrounding infrastructure and vehicular traffic, it likely demands less cost and offers quicker implementation relative to other projects/paths.	Skokie Valley Trail				New Trail
Anonymous	Finish Northbrook sections of the Skokie Valley Trail as soon as possible. And make connections to Tower Road for the Forest Preserve here!	Skokie Valley Trail				New Trail
Anonymous	Not sure of CCFPD vs private property here, path could be flexible, but a connection here would make things a lot safer for walkers and bikers by avoiding two blind corners on Voltz as well as that small section of Sunset Ridge.	Skokie Valley Trail				New Trail
James	The construction of the Skokie Bike trail through Northbrook does not include a bridge over Dundee. A bridge is needed. The Bike path will require bikes to cross at Dundee and Midway. Cars at this intersection are always turning. A longer light time is required slowing car traffic. Driveway bike crossings will create more hazards. Some bikers will cross Dundee at the trail head. Bikers will avoid the path and ride on Skokie boulevard to avoid diversion. Cars travel fast on Dundee.	Skokie Valley Trail			Failure to Yield	Bridge
Mark Wright	Need to connect Skokie Trail at Lake Cook to trail that starts at Dundee near Mariano's.	Skokie Valley Trail				New Trail
Bill Theisen	At the very least, this trail needs to be completed from Lake/Cook rd to Dundee.	Skokie Valley Trail				New Trail
Dave Sievert	No bike friendly access to rail trail bike path from Northbrook. Ideal is to connect to bike path at Dundee or have better bike friendly sidewalks on Skokie Blvd or Lake-Cook (through to Pfingsten)	Skokie Valley Trail				New Trail
Dave Sievert	Trail is rough and needs repaving	Skokie Valley Trail				



NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Sandra Dold	The sidewalk is missing here, making crossing the bridge very dangerous with a bike, stroller or by foot. Furthermore, those living in west side of the street have no safe access to east side of Sunset ridge. Sunset ridge has become a main thoroughfare for fast moving (40 plus) cutting through from Willow road to Skokie. It is dangerous to cross and speeds are exceeding the limits posted.	Sunset Ridge				Sidewalks
Sandra Dold	There is no cross walk for foot traffic heading south bound on Sunset-ridge toward Sunset Ridge Middle School. The sidewalk disappears on East side of Sunset ridge south of Happ road and does not start again till at least 500 yards away on east side of Sunset Ridge south of Voltz intersection.	Sunset Ridge				Crosswalk
Public Meeting	Need a Three way stop at Highland and Techny to make safe. Cut bushes and trees for better visibility. Move crosswalk to the NW side. District 31.	Techny	Highland		Unsafe Walking Conditions	New Stop Sign
Anonymous	I'd like to see a bike path on Techny/Sanders to the Skokie lagoons area to pick up the bike path.	Techny	Sanders	Botanic Gardens		Bike Lanes
Paul Moretta	We need an easy way to bike or walk to the Glen. Bike route along the train tracks from Techny to the Glen would be an easy fix.	Techny	The Glen			Better Walking/Bicycling Conditions
Anonymous	There are limited good options for biking across the village east/west. Continuing the bike lane on Techny west of Shermer would seem to be a positive, logical solution. Excluding Dundee and Willow due to traffic volume, another alternative would be improving Walters for biking (pretty narrow west of Pfingsten).	Techny	Walters	Dundee	Unsafe Bicycle Conditions	Bike Lanes
Public Meeting	Techny River Trail ped/bike path has been proposed (connects Techny to Willow thru nature) years ago, let's do it!	Techny				New Trail
Public Meeting	At the Techny Arch why isn't there a speed reduction to 20 mph or yellow signs that say look for pedestrians?	Techny			Speeding	Speed Reduction
Public Meeting	The Arch That Techny Road Uses to go under the railroad is unusable. There is another Arch that the creek uses that is about 60 yards north of Techny - The Creek Could Share with Bicycles with minimal expenditure	Techny			Unsafe Bicycle Conditions	New Trail
Public Meeting	Techny Bike Lane Ends at an unsafe point.	Techny			Unsafe Bicycle Conditions	
Anonymous	There should be continuous sidewalk on both sides of Techny from Sanders to Landwehr. Schoolchildren walk on the shoulder - very dangerous.	Techny				Sidewalks

NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Jordan Light	There is an existing bike path on Techny between Shermer and the train bridge, but it is usually so cluttered with debris from businesses on Techny that it make it hazardous and uncomfortable to use. Additionally there is no safe path to travel under the train bridge or further east on Techny on a bicycle.	Techny			Unsafe Bicycling Conditions	
Elizabeth Rzepiela	I mostly would like to see Techny road improved specifically under the train viaduct as it leads to Wescott elementary school. Kids could safely ride bikes to school. Secondly, the improvement should also take place on the 2nd street as it leads to both Maple and GBN HS.	Techny				
Anonymous	Cars routinely ignore pedestrians and bicyclists at this intersection. In particular, eastbound traffic on Techny approaching Shermer does not stop at crosswalk for red light but drives straight through without looking for pedestrians. Left turning traffic also routinely cuts off pedestrians.	Techny			Failure to Yield	
Anonymous	Techny lacks contiguous sidewalk which makes it dangerous for pedestrians and cyclists.	Techny			Lack of Walking Facilities	Sidewalks
Stephen Downey	Although expensive, the road under the train tracks on Techny between Founders and the Techny/Prairie snow hill scares most people in Northbrook. There is no sidewalk, so it can be a bit treacherous for bikers, walkers, and runners. After the track collapse on Shermer just south of Willow, it's an eerie feeling to travel under the tracks.	Techny			Unsafe Walking Conditions	
traci@parks65.com	Need to add sidewalk on the North side of Techny from Shermer west until it connects with the existing sidewalk.	Techny				Sidewalks
traci@parks65.com	Need sidewalk on south side of Techny from Pvingsten east until it connects with the other sidewalk.	Techny				Sidewalks
Rose Bradley	My son rides this route to school on his bike and has been run off the road by school buses on Techny on more than one occasion.	Techny			Failure to Yield	
per	We could improve the the bridge crossing (on Techny , just east of Techny Prairie Sledding Hill) for both walkers and bikers that choose to ride on sidewalk. There is limited space for expansion of the sidewalk, but worth a look.	Techny				Better Walking/Bicycling Conditions
Daniel Chertok	Techny Rd. is a natural connection to North Branch Bike Trail, but only those parts of it that have wider shoulders are currently safe for cycling. The worst part is the bridge near the end where the road narrows and drivers have limited visibility.	Techny			Unsafe Bicycling Conditions	
Anna	I need to be able to walk with a stroller from Timberlane Drive to the Mariano's on the Corner or Willow and Sanders.	Tiberlane Dr	Willow	Sanders	Unsafe Walking Conditions	Sidewalks



NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMENDATION
Ivica Ermina Nikolic	"Thanks for initiating bike/walk paths We are newer in the area and would appreciate idea and would use the trails. Thank you 4045 Timberlane Dr Northbrook Owner"	Tiberlane Dr				New Trails
Anna	I need to be able to walk my kids from Timberlane Drive to Wood Oaks park!!	Tiberlane Dr				
Public Meeting	Voltz/Sunset Ridge need wider better bike lanes	Voltz Rd	Sunset Ridge			Bike Lanes
Anonymous	Pedestrian crossing from North to South at Walters & Cedar is very dangerous. This is one of several intersections that could benefit from pedestrian activated flashing stop-signs.	Walters	Cedar		Unsafe Walking Conditions	Flashing Beacon
Anonymous	It seems like most of the time the parking on this section of Walters Ave is very under utilized. Considering it's right next to the train station, could we replace the parking on one side of the street with a protected bike lane?	Walters	Metra Station			Protected Bike Lane
Ed Simkin	Difficult on bikes to maneuver - much traffic, school area	Walters	Sanders		Unsafe Bicycling Conditions	
Vanessa Childs	I take Walters which is bike friendly through the downtown area to try and catch the path near the Edens. Very difficult to navigate through downtown Northbrook	Walters			Unsafe Bicycling Conditions	
Anonymous	Lots of kids going from the neighborhood to the west, to places like NBJH, the pool, the parks and other homes. Why make them walk/bike all the way up to Walters? Why not a simple ped bridge across the river at Illinois or Oak? Small spend, big value.	Walters				Bridge
Public Meeting	Waukegan is brutal crossing over over tollway between Lake Cook and Dundee	Waukegan	Lake Cook Rd		Unsafe Bicycle Conditions	
Public Meeting	Urgent: Trim bushes at Mobile Gas and Northbrook Bank. Hazardous Conditions. Drivers can't see pedestrians. (Shermer and Waukegan)	Waukegan	Shermer		Unsafe Walking Conditions	Trim Bushes
Sherri Rosenberg	It is IMPOSSIBLE to get from Lake Cook to Dundee safely on either Waukegan or Skokie Blvd. This is a common route and should be to connect to real bike paths	Waukegan	Skokie Blvd		Unsafe Bicycling Conditions	
Mark Koulogeorge	Need to be able to bike on a sidewalk or bike lane from Voltz to Founders. Due to the hill and limited visibility it is too dangerous for bike's to be on the street.	Waukegan			Unsafe Bicycling Conditions	

NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Mark Koulogeorge	We need to be able to bike from Dundee to Lake Cook. It is extremely dangerous to be driving on the road there. Someone will die if we do not build a sidewalk or bike path.	Waukegan			Unsafe Bicy- cling Condi- tions	Sidewalks
Anonymous	Deerfield just rebuilt the sidewalks and made the wide, going south along Waukegan to the highway. Why not pick up the short portion in Northbrook from the highway to Dundee, so that it can be travelled safely on foot or bike?	Waukegan				Sidewalks
Carrie Winkler	Possibly a wider sidewalk with a larger parkway to protect from the 45 mph Waukegan Rd. But most importantly there is a small area just north of the train overpass where there is no path and the sidewalk is badly damaged - very unsafe.	Waukegan			Unsafe Walk- ing Condi- tions	
Stephen Downey	Lower the speed limit to 35 MPH , on Waukegan Road from Voltz to Dundee. In addition, add curbs to Waukegan Road between Voltz and Shermer. Curbs are a speed deterrent and would give pedestrians a greater sense of safety. The current speed limit is a bit dangerous to walkers, runners and cyclists, especially when you take into consid- eration there are no curbs. People who text while driving, can easily veer off the road for a moment and cause grave injuries. Curbs offer a safeguard.	Waukegan			Speeding	Lower Speed Limit
Sherri Rosenberg	Please help provide safe biking between Lake and Dundee/Willow.	Waukegan			Unsafe Bicy- cling Condi- tions	
Public Meeting	Dangerous to cross Willow at Landwehr. Light only lasts a few seconds. D31 School Crossing	Willow	Landwehr		Unsafe Walk- ing Condi- tions	
Susan Harrison	Would you consider an overpass walkway going North to South, across Willow Rd.? It is very dangerous yet kids in Northbrook like to walk to Plaza del Prado. With cell phones in too much use in cars, it is incredi- bly risky for even adults, let alone children, to cross that intersection. Thank you.	Willow	Pfingsten		Unsafe Walk- ing Condi- tions	Bridge
Bonnie Foster	It would be very beneficial to connect Wood Oaks Park, the new Mariano's/Lifetime Fitness Shopping Center and downtown Northbrook by way of Techny Road. Currently, pedestrians and bicyclists have to walk or ride on the road and it is a blind corner at Techny - very dangerous with cars traveling north on Sanders and turning right onto Sanders. There is no where for foot traffic to go.	Willow	Sanders	Techny	Unsafe Walk- ing Condi- tions	New Trails
Susan Harrison	With the new plaza on the West end of Willow (near Sanders), it's be great for kids to be able to walk or ride bikes on a sidewalk on the North side of Willow. There is no way to access that plaza from the East side of it without driving.	Willow	Sanders		Unsafe Walk- ing/Bicycling Conditions	Sidewalks



NAME	COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Anonymous	Willow road crossings are downright scary here	Willow			Unsafe Walk- ing	
Eugene Gutman	Willow Road could use a good biking trail	Willow				Bike Lanes
Anonymous	Cars never seem to stop here for pedestrians, even though there is a crosswalk.				Failure to Yield	
Anonymous	Would feel safer biking here if the speed limit was a bit lower				Speeding	
Dave Sievert	Narrow road with no road shoulder (which would help for biking)				Unsafe Bicy- cling Condi- tions	
Dave Sievert	Street has significant cracks and patches making it rough for biking				Unsafe Bicy- ling Conditions	

TABLE 3. IN-PERSON COMMENTS

COMMENT	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Surprisingly good for biking except for the crossing at 294.	Sanders				
Sidewalks would be nice here	Lake Cook Rd	Sanders			Sidewalks
Not really safe for cyclists or people to cross. High school students regularly speed through here.	Shermer	Techny		Unsafe Bicycling Conditions	
Good side street into Northbrook	Greenview Rd	Techny	Willow		
Crooked sidewalks	Pfingsten				Sidewalks
Good walking route, but crooked sidewalks.	Techny	Landwehr	Highland		Sidewalks
No sidewalks. Unsafe for kids of any age to walk or bike	Sunset Ridge			Unsafe Walking Conditions	Sidewalks
From Mayapple to Greenview, this is hard for students going to Wescott School	Techny			Lack of Walking Infrastructure	Sidewalks
Willow rd is not safe for cycling through Northbrook	Willow			Unsafe Bicycling Conditions	
No sidewalk. Hard to ride on this road and impossible to walk.	Shermer			Lack of Walking Infrastructure	Sidewalks
No stop sign	Techny	Highland			Signage
Joggers are hard to see	Cherry	Landwehr		Unsafe Walking Conditions	
Residents don't use sidewalks. They walk on the street. People can park on the street, but generally don't; parked cars don't pose a visibility issue, but winding streets and older drivers are a threat to these walkers.	Villas North			Unsafe Walking Conditions	
People can't cross here to get to Wescott school	Shermer	Brentwood		Unsafe Walking Conditions	
Need to deal with choke points on major routes including no sidewalk or bike path under old railroad bridges on Techny and Willow Road. Incredibly dangerous for bikers and pedestrians	Techny			Unsafe Walking /Bicycling Conditions	



TABLE 4. SURVEY COMMENTS

ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
<p>The intersection at Cherry and Cedar is difficult and dangerous to cross. I use it when I go from my house at 838 Cedar to the library or train station or to shop in town. Cherry is higher in volume than ever and has no traffic control. Westbound traffic on Cherry is hidden under the viaduct until it is almost on top of you. The higher volume of RR trains has also boosted traffic on Cedar south of Cherry as cars try to avoid the frequent and sometimes lengthy crossing delays at Shermer. Many commuters in the Highlands cross there on the way to the station. Many children cross there on foot or bicycle on there way to town or Greenbrier and St. Norbert schools. Many people walk to the library. I'd be surprised if there were not accidents at that intersection. As parking becomes more of a problem in downtown Northbrook it would help if such an impediment to walking were reduced.</p>		Cherry	Cedar	Library	Unsafe Walking Conditions	
<p>Connecting existing paths together. There is no safe path to the Skokie Trail or the Skokie Lagoon trails or the Des Plaines River Trail. There's a bike path on Techny between Founders and Shermer, but it doesn't continue South to Willow. There has been considerable construction in this area over the last few years. It would have been easy to ask developers to add a path. This would have connected the Glenview and retention loops. A path along the train tracks between Techny and Willow would connect downtown Nbk and Lehigh, which opens access to the South. There are very few east-west bike paths in Nbk. Simply painting a bike logo on a street (eg Western) doesn't make it a bike path.</p>	<p>Lack of connecting paths. Think of how individuals living in various locations in Nbk would get to destinations (e.g. Village Center, trailheads like Skokie Trail, Nbk Court, Willow Festival, etc). Map the route and see how safe/convenient that route is for cycling. Most cyclists do not expect bike paths every where, but when you need to ride for several miles and your choice is on Dundee or on the sidewalk next to Dundee, it is a poor choice.</p>	Des Plaines River Trail	Botanic Gardens			New Trail
<p>Would like a safe way to get to the Des Plaines river Trail, the Skokie lagoons and The Bunny Trail (north/west corner of Lake Cook Road & Skokie) So that I can safely bike with the family instead of driving there.</p>		Des Plaines River Trail			Unsafe Bicycling Conditions	



ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Main concern within Northbrook is lack of on-street bike-ways. I can't even get to the library or Village hall in a safe way. Next concern is connectivity to trails or parks such as Botanical Garden or Skokie Lagoon. I always have to put my bike in the trunk to get to these locations. I'd rather bicycle to these locations and would then frequent them more often.		Downtown	Botanic Gar- dens		Unsafe Bicy- cling Condi- tions	
Create a safe bikeway from Village Green to Botanic Gar- dens		Downtown	Botanic Gar- dens			Better Walk- ing/Bicycling Access
Please slow down our drivers in the downtown area. The speed limit is only 25 for a stretch and that is widely ignored. Those in cars do not seem to care about pedestri- ans. In the busy downtown area, people in a hurry in their cars don't look out for pedestrians. I have witnessed many near accidents.		Downtown			Speeding	
I think bicycle education would be helpful because some adult and teenage persons ride bikes on the sidewalk when they're supposed to be riding on the street. It's unsafe in the downtown area and rude when they expect pedestrians to move over on sidewalks. Signage painted on the sidewalks might be helpful.		Downtown				Education
A bridge and a more accessible bike path and bridge to go over 94 on Dundee. This would help bridge us to a huge resource of trails at the Skokie lagoons and the botanic gardens.		Dundee	Botanic Gar- dens			
Safe access over or under I-94 would be my #1 request. Glenview has access under and Highland Park has access over, but Northbrook has no safe passage by bike that allows us to access the trails to the Botanic Gardens.		Dundee	Botanic Gar- dens			
Crossing to the Skokie lagoons is difficult. Going over the expressway a Dundee is terrible.		Dundee	Botanic Gar- dens			
When biking to a park, post office or downtown, I will not ride my bike on a busy street such as Dundee or Sanders as I feel it is not safe. I need to be able to ride on the side- walk or have a bike lane. Whether appropriate or not, cars go above the speed limit from time to time making it unsafe to bike on the roads.		Dundee	Sanders	Downtown		



ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
If I ride my bike from Dundee to the Bortanical garden/bike trail, the traffic and sidewalks to ride on are not always safe. Also, crossing the busy intersection of Dundee and Skokie Blvd is difficult without a straight shot from the west to the east side of skokie blvd. It's too curvy and chopped up to cross the merge onto 94 to get to the east of the highway to trails.		Dundee	Skokie Blvd		Unsafe Bicy- cling Condi- tions	
Direct access to trails that allows Northbrook residents to avoid horrible intersections like Dundee and Skokie valley. More parking at trailhead entrances - Skokie valley is hard to access.		Dundee	Skokie Valley Trail			Better Walk- ing/Biking Acces
Drivers rarely yield to pedestrians or bikers at crosswalk near Edens expressway towards Skokie lagoons and botanic gardens, and even worse they rarely signal their intent to take the ramp to the highway. Creates a dangerous situation.		Dundee				Better Walk- ing/Biking Access
I have commuted by foot and bike for 25 years from Farnsworth Lane to Field Middle School, but in winter must reluctantly drive, because the village piles mounds of snow at each intersection, providing no pedestrian access from each street corner where the sidewalks meet the streets. very very dangerous for pedestrians to be forced to walk in the street. Likewise when i cut thru the West Park and walk the footpath to attempt to exit at Smith(?) where it dead ends to the park, mounds of snow make the passage impassable, as does all the ice along the footpath which is shaded and does not melt till the spring thaw. From Clover to the east lot at Field School, I must walk along Techny in the street, because the south side of Techny is shaded so ice does not melt, and also the water pools and freezes. Intersection at Koepeke and Pfingsten is dangerous, cars fly thru the red lights, and drivers turning do not look out for walkers. I have almost been hit on multiple occasions by cars coming out of Koepeke to Pfingsten and turning south-bound as I stand on the south west corner of Pfingsten and attempt to cross.	Please see response to #7 above. AND there is no safe way to bike out of the Northbrook village. Dundee Roads and Lake Cook road intersections are dangerous, so you cannot safely bike to forest preserve paths. You need to provide a link thru Glencoe Public works yard (near Toyota on Skokie Blvd) In addition, you need to open up the fire dept road to cyclists on Dundee Rd near Skokie Blvd	Field Middle School			Snow Removal	
Crossing Pfingsten at Kingston in order to get to Maple or GBN.		GBN	Pfingsten	Kingston		Crossing

ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
<p>I would like to see a flashing "stop when people are in crosswalk" at greenbriar and Walters. The crossing guards are great before and after school but outside of that it is hard to cross there. Also cedar and Walters can be very dangerous. People don't stop and there is a lot of foot traffic there to get to the library.</p>		Greenbriar	Walters	Cedar	Failure to Yield	Flashing Beacon
<p>Please enforce the speed limits and stop signs!!!!!!!!!!!!!! Nobody stops anymore and the unofficial speed limit on Lake Cook road is 50mph.</p>	<p>The biking areas in Northbrook are very small and segmented. Serious rides need to connect to trails outside of NB</p>	Lake Cook Rd			Speeding	Enforcement
<p>I live in the west end of Northbrook (west of Sanders, off Lake Cook) I would like on off road bike path on Lake Cook Rd so that I can get to Portwine. I see commuters on Lake Cook. That is crazy dangerous! I also have trouble getting to the North Branch trail because I have to take Commercial which is pretty harry on a bike with bad road conditions and many trucks. (I love Cherry. Great shared road for cars and cyclists.)</p>		Lake Cook Rd			Unsafe for bicycling	Better Walking/Biking Access
<p>Need more bikeways on the west side of Northbrook, mainly Landwehr and Pfingsten. Also, the sidewalks are often in bad condition and shubbery is overgrown and overhanging parts of the path which is noticeable when biking.</p>	<p>There needs to be a better connection between the neighborhoods west of Pfingsten to service east of Pfingsten (i.e. YMCA, shopping centers, Wescott School). This is especially difficult for District 30 families that live west of Pfingsten as the sidewalks are often not well maintained, not wide enough, and crossing Pfingsten is dangerous.</p>	Landwehr	Pfingsten			



ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
I am concerned for my safety and the safety of others walking down Lee Road between Dundee and Walters. Sidewalks along the forest preserve side would be a wonderful addition to the area. I have grandchildren and walking with a stroller to get to shopping in downtown Northbrook or the shopping on Skokie Blvd. is quite dangerous. I am surprised how many pedestrians actually use that path. There are many dog walkers, couples, bikers, etc. during the day and evening. There are many new home owners in the area. Please consider the safety of your residents.		Lee Rd			Lack of Walking Facilities	Sidewalk
Need to connect access from Lee rd from one cook to Lee rd at Dundee. There is no safe way to get to town from Williamsburg area. Cuts off the entire community to any paths trails and routes		Lee Rd				
East Northbrook in area of forest preserve is lovely but difficult to access. Lee road is treacherous with car traffic and could benefit from walking or bike lanes.		Lee Rd				Better Walking/Biking Acces
There are so many cars parked on Walters near the Metra station. It forces cyclists to share the car lanes when traffic is most busy (when everyone is pulling out of the Metra lot driving west on Walters). It's fine a few blocks away from the station, but dangerous nearby. Sidewalks are not a good option because of all the pedestrians.		Metra Station	Walters		Unsafe Bicycling Conditions	



ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMENDATION
<p>Please give serious attention to the need for covered bicycle parking at the Northbrook Metra station. Many nearby communities, including Wilmette and Glencoe, have this and it does a great deal to encourage people to ride bikes to the commuter train. There is plentiful available space for this to be installed at the Northbrook Metra station, but at present the only bike racks there are not covered, so cyclists are reluctant to ride because their bikes would sit out in the rain and snow. The more people who bike, the fewer who would drive, thus lessening the need to expand vehicle parking at this location, which is always near capacity. It would be much less expensive to install covered bike racks than to expand vehicle parking capacity. There is also a need for sidewalks on certain roadways where they do not presently exist, because biking in the roadway is dangerous. Among these is Waukegan Road between Dundee Road and Lake Cook road. Because of car and especially truck traffic, this is a hazardous route for bicycles, and the present dirt path that some people walk on is not a satisfactory alternative. There are also places where sidewalks only exist on alternating sides of the street, or where sidewalks are discontinuous on the same side of a street, making pedestrian and bike travel difficult. Examples of these can be found on Walters between Pfingsten and Landwehr, and on Pfingsten between Dundee and Walters. There are also a number of places where landowners' self-dom trim shrubbery, so that it partially or nearly completely interferes with pedestrian and bike traffic. This occurs among other places on Shermer between Lee and Timber. The village plan should address this problem.</p>		Metra Station	Waukegan		Lack of Walking Facilities	Bike Racks
<p>Re-Open the previously closed underpass south of the Shermer Trainstation Build a Lee Rd spur Overpass to help people walk/bike to Williamsburg or Northbrook Court or back Build river Pedway bridges from residential Church St to Village Green via acquisition of property Build river Pedway bridge from back lot of Little Louis to Starbucks strip mall extend Northbrook East Bike Trail North of Dundee to Lake Cook (under high tension lines)</p>	Lack of bike lockers (closed) at train station.	Metra Station				Bike Storage
		Metra Station				Underpass



ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Additional trains to the city. Better bus transit so that public transit is more of an option. Village shuttles.		Metra Station			Lack of Desired Transit	Bike Racks
- covered/enclosed bike parking at the train station - bike/pedestrian crossway over Edens highway (not for cars) - to access the forest preserve paths - perhaps between Dundee and Tower - require people to keep their bushes trimmed along sidewalks		Metra Station				
Many of our main roads in Northbrook do not have consistent sidewalks for bikes or pedestrians. This causes people to have to cross the roads multiple times to walk down one road. It is not safe to take younger children or let younger children ride around town because the main roads are too fast for safe roadside biking and there are not consistent sidewalks, etc. In addition, I did not feel comfortable letting my children cross at major intersections to visit friends or stores. This added to more cars as we drove them places and less revenue of children riding shop or have a treat. Problem intersections include: Pfingsten/Willow, Pfingsten/Techny. Techny would benefit with more signage at the multiple crosswalks for student to walk home from Maple and GBN.		Pfingsten	Techny	Willow	Lack of Walking Facilities	
Shermer place NEEDS safe crossing at shermer. Signs for pedestrian crossing are ineffective and dangerous as some drivers pass cars stopped for pedestrians/ bicyclists at high speeds. Closest crossing is at Walters or Techny. Our grade school is on the other side of Shermer. I see kids, parents with small children, parents with strollers and elderly people crossing there all the time. Please do something before someone is hurt or killed.		Shermer	Shermer Place		Unsafe Walking Conditions	Crossing
There is a pedestrian walkway signage at Whitehall Dr. across Shermer but no signage that cars should stop when pedestrians are crossing. A stop sign should also be put up under the signage for crosswalk stating cars should stop when pedestrians are in crosswalk. I had one car actually rolling down the window and cursing me stating I should get out of the road while I was in the crosswalk. They see the signage but without a clear message cars will actually run down pedestrian trying to cross busy Sermer Rd.		Shermer	Whitehall Dr		Unsafe Walking Conditions	Better Signage

ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
<p>The intersection at Shermer and Willow is very difficult to cross. There isn't a sidewalk on the south-side of Willow east of Shermer. The increase of vehicles south of Willow on Shermer (Glennview) has made for more difficult biking. Drivers do not watch out for bikers and tend to speed over the 35 and 25 mph posted speeds. Due to heavy school traffic on Shermer (Place or Court?) on the south-side of GBN, bikers ride on the sidewalk making it very difficult to walk a dog. The teens tend to bike often in good weather and big dogs can jump if spooked. We need bike lanes all around GBN.</p>	<p>We don't enjoy biking to downtown NB or to the library because Shermer traffic is too fast and the sidewalks are lousy for biking. Hopefully, you are adding bike parking in downtown NB</p>	<p>Shermer</p>	<p>Willow</p>		<p>Speeding</p>	<p>Sidewalk</p>
<p>I wish Shermer Road was safer for bikes.</p>		<p>Shermer</p>			<p>Unsafe for bicycling</p>	
<p>West side of Skokie Road from Lake Cook to Dundee.</p>		<p>Skokie Blvd</p>				
<p>It would be great to have a way to connect to the North Shore trailhead at Lake-Cook Road and Skokie Blvd. Currently we have a 'trail to nowhere' which is nice but not functional (between Dundee & Sunset Ridge). Would love to see a sidewalk or path along Waukegan Road from Dundee to the tollway - to get to Deerfield without risking life & limb.</p>		<p>Skokie Valley Trail</p>	<p>Waukegan</p>			<p>Sidewalks</p>
<p>I am a cycling enthusiast. I ride from one end of Northbrook to the other on organized rides, to organized rides, to and from work, and to leisure destinations. The top priority needs to be safe South to North routes along the east side of Northbrook. Extending the Skokie Valley Trail from Lake Cook to Dundee would be #1, across Lake Cook and across Dundee #2, and certain other additional locations. I will provide further input at public forums.</p>		<p>Skokie Valley Trail</p>				
<p>Please add sidewalks on streets like Bellevue Pl, Glendale and Summerton. I have young kids and have concerns with them walking around the neighborhood without sidewalks. I also am nervous jogging on these streets for fear of cars not seeing me.</p>	<p>I wish there were sidewalks on Bellevue, summerton and Glendale. I would feel safer walking and biking and letting my kids walk and bike if there were sidewalks. Please add sidewalks to these streets!</p>	<p>Summerton</p>	<p>Bellevue</p>	<p>Glendale</p>	<p>Lack of Walking Facilities</p>	<p>Sidewalk</p>



ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
We desperately need sidewalks on Summerton Place and Denne to connect with Techny and the adjacent neighborhood streets! It is very dangerous walking or jogging in the street, especially in the Winter with snow piled up along the side of the street	There are no sidewalks to connect my routes! And drivers don't follow the crosswalk laws - they don't stop for pedestrians at Techny and Second Street for anybody including children crossing to walk to school to GBN	Summerton	Denne		Lack of Walking Facilities	Sidewalk
My children will walk to school and our street (Summerton) does not currently have sidewalks. Cars drive quickly down this street and it is dangerous for the many children that currently walk to Wescott/Maple and that will walk to Wescott/Maple in the future.		Summerton	Wescott School	Maple School	Lack of Walking Facilities	Sidewalk
A lot of streets in Northbrook have no sidewalk and it is dangerous to walk in the neighborhood. Specifically the 1800 block of Summerton which has many children that play and visit and adults that walk themselves and dogs.	there is no sidewalk on my street Summerton Place (1800 block)	Summerton			Lack of Walking Facilities	Sidewalk
	Summerton place where we live has way too many families with young kids, it's absurd that they can't bike or walk on their street safely!! The high schoolers always going WAY past speed limit after school is over!!!	Summerton			Speeding	
I would like to see sidewalks on streets around the high school, especially Summerton.		Summerton			Lack of Walking Facilities	Sidewalk
I'd love a sidewalk on Techny all the way to Sanders and all along Sanders. For example, I'd like to use my bike to go to the Mariano's on Willow and Sanders, but it is too unsafe to ride because there is no shoulder along Techny west of basically Landwher and it is unsafe to ride along Sanders between Techny and Willow. And no on wants to ride their bike along Willow between Landwher and Sanders because drivers are too aggressive. I mostly try to ride on side streets to get where I want to go when I ride my bike.	In some areas the sidewalk is right next to the road and there is no shoulder and traffic is whizzing by at 40+ miles per hour. That's scary. In other areas there isn't even a sidewalk and riding on a road with no shoulder is just too frightening.	Techny	Sanders			Sidewalks



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Along Techny, Summerton, denhe.	Dangerous to walk on street with the cars.	Techny	Summerton	Dehne		
Need to deal with choke points on major routes including no sidewalk or bike path under old railroad bridges on Techny and Willow Road. Incredibly dangerous for bikers and pedestrians.		Techny	Willow			Better Walking/Bicycling Access
	I'd like to bike to work more often, however the bike lane on Techny is usually covered in debris and unprotected from traffic that makes it unsafe.	Techny			Unsafe Bicycling Conditions	
Northbrook needs a connection to the glen along Shermer with a protected bike lane. Current traffic speeds on this road make biking hazardous. Similar for connection to skokie lagoons and botanic garden. No connection to downtown except oon busy Shermer and Dundee. Dundee/Skokie Highway crossing is suicide central.		The Glen	Shermer	Dundee	Unsafe Bicycling Conditions	Protected Bike Lane
It is especially hard to get East and West in this area. I work in Northfield and Winnetka and the connection to that area during rush hour is harrowing. In addition, we need a connection to the Glen. Would be nice to have a path along the tracks connecting from Techny , under Willow and to the northeast corner of the Glen.		The Glen				East/West Connections
I live in Tmberlane Estates and we have NO access to anything outside of the community, as there are currently no sidewalks.	As stated earlier, Timberlane Estates currently has no sidewalks connecting us to the larger community. We are within walking distance to many of the new shops on Willow and Sanders, but it is too dangerous to walk/bike (no sidewalks). I have often wanted to ride bikes with my daughter to Wood Oaks park from our home but we would be risking our lives heading north on Sanders road with no sidewalks.	Timberlane Estates	Wood Oaks Park		Lack of Walking Facilities	Sidewalk



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I walk primarily in the Voltz Rd, Grant Rd area and cars speed!! Please consider speed bumps on these roads. Thank you for narrowing the roads with the new white striping. I feel it does help and increases the feeling of safety.		Voltz Rd	Grant Rd			Speed Bumps
I would like to bike or walk to downtown area but would have to use Walters which is not bike or pedestrian friendly in certain spots.		Walters	Downtown			Better Walking/Bicycling Access
Dangerous conditions for pedestrians on Waukegan between Shermer/Walters due to sidewalks being so close to the road and drivers going too fast. Poor crossing conditions, with shrubbery from the bank blocking pedestrians from drivers turning onto southbound Waukegan from Shermer. Desire to walk and bike to downtown Northbrook with your family but wanting a safer pedestrian environment along Waukegan		Waukegan	Downtown		Unsafe Walking Conditions	
Sidewalk on Waukegan, continuous to Lake Cook, then Northbrook Court		Waukegan	Lake Cook	Northbrook Court		Sidewalk
We need better walking and bike access on Waukegan Rd north of Dundee and on Pfingston north of Dundee. It would be nice to have an east/west footbridge over the north branch just south of Anetsberg		Waukegan	Pfingsten			Better Walking/Biking Access
Continuous sidewalk on Waukegan to reach Lake Cook, and in Glenbrook Countryside		Waukegan				Sidewalk

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<p>Would like a sidewalk on the east side of the road from Dundee Rd., north to the bridge by Max & Benny's. This would enable us to bike and walk into Northbrook. For the reason of both safety and looking like a vagrant walking along the road, we have never ridden our bikes into Northbrook, which would have been great for the Parade, Carnival, and events to avoid the parking issues. A sidewalk would also be a huge benefit to the numerous children who attend the Northbrook Schools to safely bike or walk into Northbrook and feel connected socially to the children who live near the schools. My kids both regret feeling out of the loop, since there was no way I was allowing them to ride their bike along Waukegan Rd. There are also elderly people in our neighborhood who do regularly walk into Northbrook, and I'm sure they would much appreciate a sidewalk. One is an elderly Asian woman who is probably 70 years old who walks to get her groceries, the other person who I've seen walking is someone who may be a VA vet who I've only seen walking also for shopping. I strongly believe that a sidewalk would greatly benefit so many people, adults and children, and would probably even decrease car traffic to community events.</p>		Waukegan			Lack of Walking Facilities	Sidewalk
	<p>Waukegan Road between Shermer and Voltz, does not have safe sidewalks and safe distance between street and sidewalk. This stretch is a serious pedestrian hazard and residents are in fear of their families safety because traffic is heavy, speed limit is too high and there is barely any space between the street and the sidewalk and NO CURBS! This issue is ongoing and should be addressed.</p>	Waukegan			Unsafe Walking Conditions	



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<p>I live on the west side of Waukegan just south of Shermer and often run, walk, and bike along Waukegan by myself or with my family. It is so dangerous (especially with little kids) to be a pedestrian along Waukegan (not to mention crossing). The sidewalks in some spots on Waukegan between Shermer/Walters are inches from the busy road, with literally no grass barrier in some areas. I never feel safe, but I want to walk to downtown NB, the park, etc., and I want the kids to be safe walking to school. I once had a car almost drive right into me before swerving out of the way at the last minute. I've seen tire tracks in the grass signalling cars are going off the road right near the sidewalk. There needs to be some improvement to the sidewalks or guard rails or something. If you don't believe me, try walking along Waukegan during rush hour when drivers are rushing by at 50 mph (on a 40 mph street). I'd like to see the speed limit reduced from Voltz to Dundee, too. There are so many families in the neighborhood, and it's truly dangerous and scary. Plus, the bank's shrubbery on the corner of Waukegan/Shermer blocks pedestrians waiting to cross so that drivers turning onto Southbound Waukegan can't see them--very dangerous, especially for young pedestrians who might not realize that.</p>	<p></p>	<p>Waukegan</p>	<p></p>	<p></p>	<p>Unsafe Walking Conditions</p>	<p></p>
<p>Willow and Shermer both have some spots where there are only sidewalks on one side of the street, often necessitating two otherwise unnecessary crossings of busy roads. This is primarily an issue for me while running around town. For biking, I'd like to see more bike lanes. Our only safe option is often the sidewalks, which should be reserved for pedestrians. Plus, many sidewalks are uneven, with large bumps due to shifting concrete or bad transitions from road to sidewalk, making the ride uncomfortable and potentially damaging to bike wheels.</p>	<p></p>	<p>Willow</p>	<p>Shermer</p>	<p></p>	<p></p>	<p>Better Walking/Biking Access</p>
<p>Our street does not have sidewalk. A lot of kids lives on the street. It is dangerous to have our street without sidewalk</p>	<p>No sidewalk and/or curbs. Also, horrible that no stop signs at four way intersections in my neighborhood. This is ridiculous.</p>	<p></p>	<p></p>	<p></p>	<p>Lack of Walking Facilities</p>	<p>Sidewalk</p>
<p></p>	<p></p>	<p></p>	<p></p>	<p></p>	<p>Lack of Walking Facilities</p>	<p>Sidewalk</p>

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<p>I am forced to walk on the street when walking through some areas of Northbrook because of lack of sidewalks. Also, I have observed children walking in the street while cars are moving at fast speeds because of lack of sidewalks in some areas of Northbrook. Dangerous for children and adults!</p>	<p>Lack of sidewalks in some parts of Northbrook make walking dangerous.</p>				Lack of Walking Facilities	Sidewalk
<p>More sidewalks on neighborhood streets within a mile of a schools and village parks. Techny road needs additional sidewalk as it is not safe to cross to second street from the north side. Summerton street is a high stress street with kids walking and a lot of traffic. Sidewalk needed there.</p>	<p>It is not safe to walk down the neighborhood streets to get to schools, parks, or the village center. More sidewalks are needed across town to support new families. Many of these areas were the older part of Northbrook before and are turning over.</p>				Lack of Walking Facilities	Sidewalk
<p>easier access to Northbrook Court would be nice,</p>	<p>These answers are based upon the activities of my family that includes children of multiple ages and adults.</p>					
<p>Many sidewalks in Northbrook have overgrown bushes that cover half of the sidewalk. Also, at many intersections overgrown bushes block a driver's view of the sidewalk and the driver doesn't stop at the white line before the stop sign but pulls up right to the street.</p>						
<p>Many major thoroughfares are not bicycle and pedestrian friendly.</p>						Better Walking/Biking Access
<p>Pedestrian needs are the priority. The survey is mixing erroneously pedestrian and bike. It must be addressed separately.</p>						Better Walking/Biking Access



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	Biking on some roads is very dangerous due to the drivers. Think of biking on Pfingsten for example. There are many roads like this which don't have a paved shoulder to use.				Unsafe for bicycling	
I don't need any improvements or additions to the current transportation system. I don't see any reason to spend money on it, either.						
Get ride of crosswalks that jut out into the roads - they are dangerous for cyclists!						
I also use the velodrome for exercise.						
More bike racks needed at gbn high school. Also near Lou mainati and little Louie hot dogs. There are no bike racks in front of or behind these stores. Need speed on WAukegan rd at shermer lowered to 30 mph from 40.					Speeding	Bike Racks
I would like safer access to the major bike trails on both the east and west of Northbrook. I would use those trails frequently if they weren't so difficult to get to by bike.					Unsafe Bicy- cling Condi- tions	Better Walk- ing/Biking Access
	In winter the sidewalks near my house are not plowed				Snow Removal	
Traffic and intersections in Northbrook is too congested multiple Lanes leading to a single intersection						Better Walk- ing/Biking Access
Bicyclists should obey traffic laws -- so annoying and dan- gerous that they don't stop for stop signs or stop lights.					Bicyclists Disobey Traffic Laws	Education
I really dislike the way the new sidewalks curve out into the street cramming a bicycle into the Main Street	Our roads feel safe but the configuration of sidewalks/curves and inability to ride a bike on the sidewalk make bike riding difficult					
Don't put Traffic speed signs in bike lanes. Caused an accident					Unsafe Bicy- cling Condi- tions	



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Additional underpasses to avoid trains.						Underpass
Northbrook is very dangerous for biking as there are no on-street bike pathways. Northbrook could learn a lot from Evanston as they have a wonderful biking system.					Unsafe Bicy- cling Condi- tions	
Senior Biking ie: clubs, slower bike lanes, classes.						Education
Need protection from SPEEDING drivers on all streets.					Speeding	
Snow removal on all/existing sidewalks should be a priori- ty!!!	Snow removal on all/ existing sidewalks should be a priority!!				Snow Removal	
major intersections as currently laid out are very danger- ous for people on bikes. Drivers are very aggressive and hostile, will often purposely pull all the way to the right to obstruct bikes, even when there are bike lanes.					Unsafe Bicy- cling Condi- tions	
It is important to keep all cyclists educated in rules to the road information for cycling. As a driver cyclists that go through a 4 way stop can interfere with the rythum of how the vehicles are stopping. Things like this. if you are on the road with your bike YOU SHOULD OBEY THE SAME RULES AS A 3 TON VEHICLE because you are on their turf!!!	Bike with small child- can't go too far/cross a lot of streets				Unsafe Bicy- cling Condi- tions	
1. Let's figure out the best route East and improve it. Look at heat maps of current cycling activity via Garmin or Strava and leverage to enhance them. Build to create \a great way to get from Shermer Road and Dundee to Botanic Gardens. The Dundee road route is dangerous!! Frontage and Tower is not Bike Friendly!! Sunset Ridge is narrow and Pot Hole ridden - dangerous (with lots of public owned land east of the road). 2. Please finish off the abandoned railway running just east of Skokie boulevard at Dundee so it connects to the bike trail just north of Lake Cook includ- ing over the bridge at Lake Cook. This is a simple improve- ment! 3. Investments in connecting this area build off of one another. Dundee to Botanic Gardens. Dundee North to Lake Cook behind Marianos. Skokie Blvd to Sunset Ridge to Voltz. Look at the heat map of any social media. Big bang for the buck!!					Cyclists Dis- obeying Traffic Laws	Education
						East/West Connections



ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMEN- DATION
Protected Bicycle networks that make it possible to limit need for car would be a dream.						
I could take the bus to the grocery store if there was one...					Lack of De- sired Transit	
Biking in Northbrook is incredibly unsafe. There is no truly SAFE way to get to the large/long trails that lead thru the forest preserve east of I94 and the trails north of Lake Cook Road. The roadways in east Northbrook though "more rural" in design are way too narrow. Roads need to be widened, shoulders widened, and the gravel bits swept up from the narrow bike lanes that already exist. GO GREEN NORTHBROOK collected over 100 signatures years ago of bike enthusiasts that wish for a new trail connecting Techny to Willow Road -- whatever happened to that easy-to-do proposal?	See above. Due to the unsafe connections to the larger trails and biking areas, I am left to putting my bike in my car and parking closer to the trail -- I find that ridiculous. Northbrook needs to become more bike-friendly and more recreational-ly-focused for the adults of this community.				Unsafe Bicy- cling Cond- itions	New Trails
Cars are dangerous to walkers and bicyclists. They destroy the feeling of community - they are only for passing thru or getting an individual to a destination quickly. Northbrook needs to make the Village more attractive to walkers and bikers with more well-maintained trees and landscapes that encourage residents to get outside and meet with others. Northbrook needs more ped/bike trails along the West Fork of the Chicago Rivers from Willow Road to Somme Woods in the Flood Plain next to "private" property - this should be public access even if flooded occasionally.	Note - typical sidewalks are not safe for bicyclists with cars backing out of driveways (some hidden by bushes from the sidewalk). Sidewalks are extremely dangerous at intersections. Best to design on-street separated and marked bike lanes.					New Trails
Remove the bump outs. Bike riding on any street with bump outs is dangerous. I'm surprised a biker has not yet been killed due to the bump outs.					Unsafe Bicy- cling Cond- itions	Remove Bump Outs
Would bike more if better access to paths or on streets and more places to park my bike when I arrive at destinations.						Bike Racks

ADDITIONAL COMMENTS (E.G. WHERE AND WHY)	I CAN'T WALK/BIKE FOR OTHER REASONS:	LOCATION 1	LOCATION 2	LOCATION 3	ISSUE	RECOMMENDATION
	<p>Please create a better bike route to get from Northbrook to other towns. For example why does the north branch trail end at sunset and not resume until lake cook? Why not Use the old rail way off Dundee to connect???</p>					Better Walking/Bicycling Access
<p>If at all possible, please create a method to get south on Sanders (the sidewalk now ends at Oak) to the Mariano's at Willow and Sanders. My understanding is that Cook County needs to approve all or part of this, but they do not respond to my requests. This road is currently too dangerous to use unless done by car.</p>					Lack of Walking Facilities	Sidewalks
<p>I recently bought a Trek 520 touring bike and have put on close to 100 miles in the past 3 weeks or so, mostly on 'adventure' rides, checking out trails in the area. I find it's impossible to get to them without having to deal with choppy sidewalks, and dangerous streets/intersections. Have been to the Botanic Gardens, the Des Plaines River trail (had to drive and park to get there safely), the Skokie Lagoon trail, part of the trail running by Ravinia, and part of the trail running just south of Northfield and down to the City. It takes a lot of time and effort to get to the trails. For me, I have to cross very busy intersections at Dundee & Skokie Hwy, or at Voltz and Waukegan, or Willow and Waukegan, or at Willow and Old Happ, or at Voltz & Sunset, to get there. Watch out for those left arrow turners and all the rest! I aim to keep this up as I love being out in nature and getting the good workouts biking affords you.</p>	<p>From where I live, I have to cross dangerous inter-sections & expressway on/off ramps, to get to existing trails in the area. Distracted drivers are a major concern. The side-walk over the RR under Waukegan, just south of Voltz, is dangerous on both sides of the bridge, due to broken, sharp-edged concrete where the sidewalk meets the bridge. Too dangerous to ride on Waukegan at this spot, so I bike to Techny and pass under the viaduct there heading east, except it's dangerously narrow under that viaduct!</p>					Better Walking/Bicycling Access



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	East/West routes are very limited. Drivers do not obey pedestrian walkways. Greater education of state law would be important, both the law right on the sign. Start pulling people over for not stopping.					East West Connections
	trails are good, want to feel safe when biking. Trails not long enough for biking					
	I have had parts of my bike stolen in the past at the station.					
There is no safe bike path going from west northbrook to east northbrook to connect to any of the bike trails. Willow, Walters or Dundee are not safe. Build a bike path similar to what has been done on route 22 or 60.					Unsafe Bicycling Conditions	East West Connections
Bikes belong on paved paths or trails, not on major streets. I saw the negative impact that bike lanes had on the City of Chicago, it just caused accidents. This is a cold weather location. Most cyclists only bike in nice weather. The remaining nine months of the year the bike lanes are unused and just take up space that is needed for vehicles. To develop more bike lanes on our major streets is a waste of time and money. Use it to develop paved trails instead. The railway bed that runs parallel to Skokie Boulevard would be a great opportunity for a new paved trail.	I live a 30 minute walk from the Metra station but the road I would have to take is heavily traveled and does not feel safe. Plus there is too much for me to carry. Also there are NO Pace buses that stop anywhere near where I live.					New Trail
Better bike awareness and cross intersections Connect bike paths I was hit by car on my bike					Unsafe Bicycling Conditions	
	Lack of time day-to-day.					

