



Bicycle and Pedestrian Planning in Northeastern Illinois



Northeastern Illinois is diverse in its land use and complex in its political structure. It has some of the most productive farms on earth — also one of the world's greatest cities. It contains 3,714 square miles of land and 38 square miles of water. It is home to 7 million people, organized in more than 1,250 units of government.

In 1957, following a decade of rapid urbanization in the Chicago suburban area, the Illinois General Assembly created the Northeastern Illinois Planning Commission (NIPC) to conduct comprehensive planning for the six-county greater Chicago region.

The Commission has three statutory charges: conduct research and collect data for planning; assist local government; and prepare comprehensive plans and policies to guide the development of the counties of Cook, DuPage, Kane, Lake, McHenry and Will.

By necessity, regional planning deals with general development policies not local land use detail. NIPC supports and coordinates county and municipal planning. The Commission has advisory powers only and relies upon voluntary compliance with its plans and policies.



northeastern illinois planning commission

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**Bicycle and Pedestrian Planning
in Northeastern Illinois:**

**Summary Report
of the
Non-Motorized Issues Task Force**

**Prepared for the
Non-Motorized Issues Task Force
by the
Northeastern Illinois Planning Commission
June 1996**

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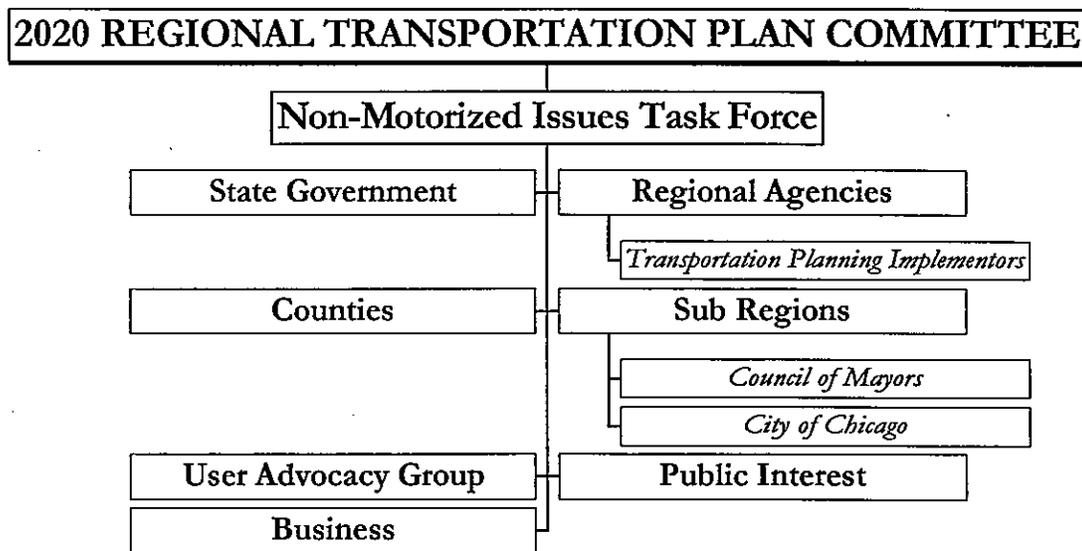
INTRODUCTION

The purpose of this document is to compile and summarize the planning activities undertaken and information gathered in 1994 and 1995 towards the development of the Bicycle and Pedestrian Component of the 2020 Regional Transportation Plan (RTP). The development of this component, under the direction of the Non-Motorized Issues Task Force, proceeded as a multi-faceted planning effort involving staff from local, subregional and regional agencies and organizations. This effort is significant for modes of transportation which in the past have not only lacked the status of other modes, but suffered from a dearth of sufficient information on which to base good bicycle and pedestrian planning. The non-motorized transportation planners, staff and advocates have had to practically start "from scratch" to build a database and other foundations for effective non-motorized planning.

The information and data bases presented herein are intended not only as input to a 2020 Regional Transportation Plan, but also to serve subregional and local planning as well, and, in the final test, to increase bicycling and walking as viable modes of transportation. It has been the intended design of this regional planning process to establish regional plans and policies, to assist subregional and local planning, and to improve conditions for bicycling and walking throughout Northeastern Illinois.

This document is a summary of the background, procedures, and products of bicycle and pedestrian planning over the last two years. To the extent possible and appropriate, this document may also serve as a resource and planning tool.

COMPOSITION OF THE NON-MOTORIZED ISSUES TASK FORCE



BACKGROUND

□ ISTEAMANDATE

The Intermodal Surface Transportation Efficiency Act (ISTEA) enacted in 1991 requires every state and metropolitan area to have a bicycle and pedestrian component in its long range transportation plan. This law, combined with the Clean Air Act Amendments of 1990 spawned a great deal of activity in bicycle and pedestrian planning and development. Both of these laws emphasize the need to provide good alternatives to single occupant vehicle travel. ISTEA consistently promotes bicycle and pedestrian travel as viable alternative modes.

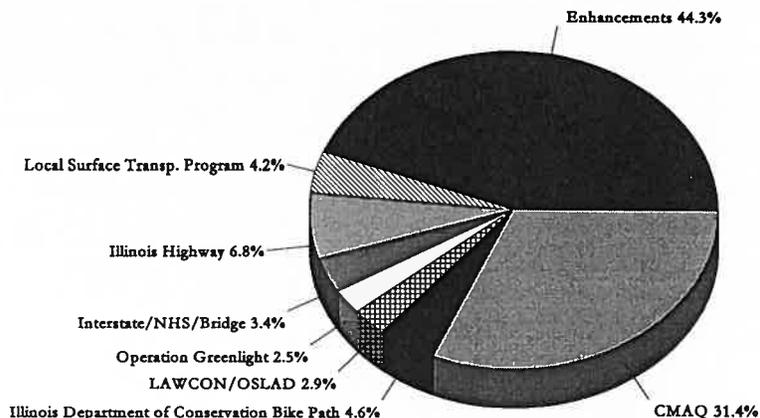
ISTEA created two unique funding sources which include bicycle and pedestrian projects in the select classes of eligible projects: the Congestion Mitigation and Air Quality Improvement Program, and the Enhancements Program. The huge increase in spending on bicycle and pedestrian projects in this region is largely due to these two funding sources. Over \$66 million of bicycle and pedestrian projects have been funded in this region by these two programs during the period 1992-1995.

In addition, ISTEA allows flexibility within categories of funding which were traditionally designated for highway and transit only. With ISTEA and other funding sources included (i.e., the IDOC Bike Path Program and OSLAD/LAWCON), a total of \$88 million has been programmed since 1993 to fund non-motorized projects in northeastern Illinois (see pie chart below). The northeastern Illinois region currently contains 992 miles of existing or funded designated non-motorized facilities, and an additional 1140 miles more are proposed at the time this document was produced.

□ RESPONSE TO ISTEAM IN NORTHEASTERN ILLINOIS

The region's current long range transportation plan, the 2010 Transportation System Development Plan Update (2010 Plan) commits to developing a bicycle and pedestrian component in the long range plan for the region. This elevates the status of bicycle and pedestrian planning for the region and advances recognition of bicycle and pedestrian travel as viable transportation alternatives.

FUNDING SOURCES FOR BICYCLE & PEDESTRIAN PROJECTS IN NORTHEASTERN ILLINOIS, 1992-1995



The preface of the 2010 Plan Update states:

"The pedestrian walkway and bicycle transportation facilities component will be enhanced in the 2020 Plan. This plan component will be developed similar to the highway and transit components, i.e., having both policies and proposed regional facilities and regional travel forecasts. It will help set funding priorities and will aid the project selection process. The intent of the bicycle and pedestrian component is to reduce vehicle miles travelled, to provide an option as an alternative mode of travel, and to facilitate connections between transit and activity centers."

The 2010 Plan Update also calls for:

"development of a comprehensive regional bicycle plan to address the obstacles and opportunities inherent in the integration of bicycles into the transportation system. This plan should ...address issues such as bicycle access during highway construction, the suitability of roadways for bicycling, bicycle access to transit stations, and bicycle funding and implementation mechanisms."

In addition to ISTEA's influence on bicycle and pedestrian planning, the Clean Air Act Amendments of 1990 (CAAA '90) require northeastern Illinois to reduce ozone-producing emissions by fifteen percent by 1996 and three percent each year until 2007. The CAAA '90 classify bicycle and pedestrian programs and projects as Transportation Control Measures (TCM's) eligible to be included in the State Implementation Plan (SIP). The SIP "identifies and adopts specific enforceable transportation control strategies and transportation control measures to offset any growth in emissions from growth in vehicle miles travelled or the number of trips in such area." The recognition of their potential to make positive contributions to air quality adds to the impetus for developing bicycle and pedestrian projects and programs. From the state perspective, the Illinois Department of Transportation has

institutionalized bicycle considerations in highway improvement planning with its recently produced document, *Policies and Procedures for Accommodating Bicycle Travel in Highway Improvements*. Among other progressive concepts, this document recognizes the bicyclist as a legitimate roadway user by acknowledging the following:

"Because of the potential for bicycle travel, accommodations will likely be warranted in the majority of urban and suburban areas, ..."

The document specifies accommodations such as widening outside curb lanes and insuring a roadway project does not negatively affect bikeways and bicycle travel on highways. One of the warrants is of particular note:

"Highway projects should provide adequate accommodations for bicycle travel when ... The highway or street is designated as a bikeway on a regionally or locally adopted bike plan or published in a regional or locally adopted map as a recommended bike route."

This last quote underlines the importance of having a current, documented bicycle plan.

THE REGIONAL AND SUBREGIONAL PROCESS

The regional planning process has benefitted from an existing subregional transportation planning structure which groups 267 municipalities into 11 geographic units each comprising a Council, plus the City of Chicago. Transportation planning coordinators, or planning liaisons (PLs) for each of these council regions led the bicycle and pedestrian planning activities. Some regions joined efforts and some contracted the work to other organizations, such as the Chicagoland Bicycle Federation or county planning staff. The subregions, formally called the CATS Regional Council Transportation Planning units, are as follows: City of Chicago, North Shore-Cook County, Northwest-Cook County, Central-Cook County, West Central-Cook County, Southwest-Cook County, South-Cook County, DuPage County, Kane County, Lake County, McHenry County, and Will County.

Over the past two years, subregional planners of the Council of Mayors and staff of the City of Chicago Department of Transportation supervised and coordinated the development of subregional bicycle and pedestrian plans and other inputs to the 2020 RTP component. This included collecting and documenting data on existing and planned facilities; coordinating implementors and interest groups in their subregions; conducting inventories of roadway conditions; developing goals, objectives and policies; seeking public input; and developing project selection criteria towards developing subregional bicycle and pedestrian plans. Two councils, DuPage and South/Southwest Cook were "jump started" with additional funding. Their extra functions included serving as models for the process, sharing information and experience and test running the phases of subregional plan development. The West Central council produced the "Municipal Bicycle Planning Resource Guide," which outlines a six-step bicycle planning process. It also provides a community bicycling check-up list, a bicycle trip evaluation form, directories of bicycle planning

agencies and bicycle clubs in northeastern Illinois, funding information, facility selection and location criteria, and a sample off-street parking ordinance. Copies of the guide can be obtained by contacting the West Central Municipal Conference at (708)450-0100.

Coordination of planning and linking of bicycle facilities between adjacent councils has also proceeded between some of the subregions.

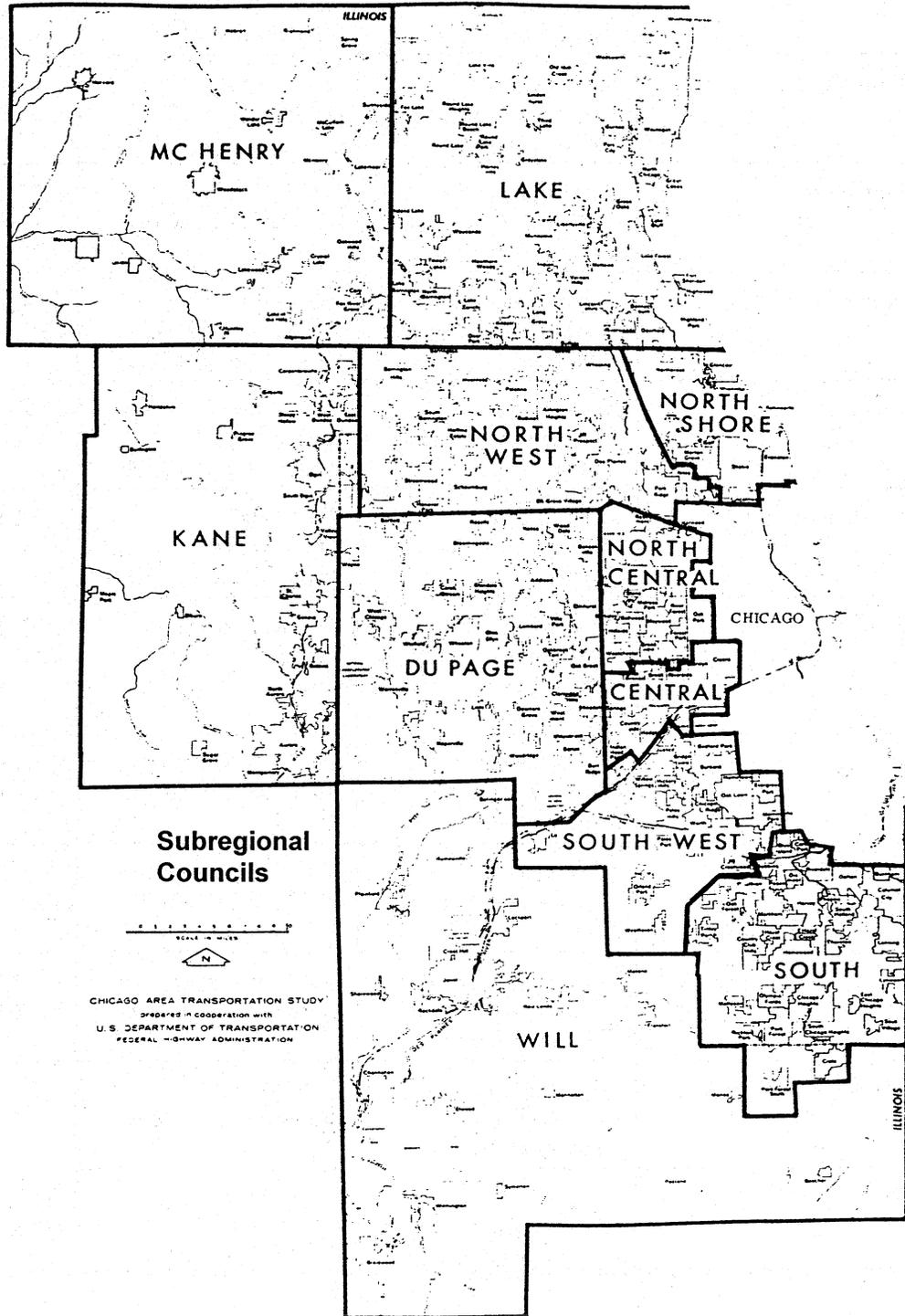
Currently, the subregional bicycle planning efforts are in various stages. More information about the status of subregional bicycle plans and planning efforts can be obtained by contacting the subregional planners. A list including names, addresses, and phone and fax numbers can be found on page 6.

Subregional planning was coordinated regionally by staff of the Northeastern Illinois Planning Commission and the Chicago Area Transportation Study under the direction of the Non-Motorized Issues Task Force. Representation on this Task Force is included on the back inside cover of this report.

Working Groups of the task force were formed to focus on different planning activities towards 2020 RTP and subregional plan development. For example, the Goals and Objectives Working Group drafted regional goals and strategies for the regional plan. The Goals and Strategies, which are described on pages 7-9, were adopted by the Non-Motorized Issues Task Force and were submitted to the 2020 RTP Committee for consideration. They were then incorporated into the overall goals and objectives of the 2020 RTP. This work also provided a framework for subregional planners in developing goals and strategies for subregional plans. In turn, elements of subregional plans will likely feed into the regional plan component. Other working groups focused on local guidelines and criteria, trip reduction benefits, and subregional

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planning. A list of all working groups and their membership is included on the back inside cover, and a flowchart illustrating the process can be found on page 11.



BICYCLE AND PEDESTRIAN PLANNING IN NORTHEASTERN ILLINOIS

SUBREGIONAL PLANNING STAFF CONTACTS

SUBREGION	CONTACT	ADDRESS	PHONE/FAX
City of Chicago	Luann Hamilton Chicago Dept. of Transportation	30 N. LaSalle St., Suite 500 Chicago, IL 60602	(312) 744-1987 FAX (312) 742-2422
North Shore	David Seglin Northwest Municipal Conference	1616 E. Golf Rd. Des Plaines, IL 60016	(847) 296-9200 FAX (847) 296-9207
Northwest	David Seglin Northwest Municipal Conference	1616 E. Golf Rd. Des Plaines, IL 60016	(847) 296-9200 FAX (847) 296-9207
North Central	Karyn Romano North Central Council of Mayors	Village Hall 10300 Roosevelt Rd. Westchester, IL 60154	(708) 345-0020 FAX (708) 345-2873
Central	Shane Winn West Central Municipal Conference	1127 S. Mannheim Suite 102 Westchester, IL 60154	(708) 450-0100 FAX (708) 450-0655
Southwest	Vicky Smith Southwest Council of Mayors	Village Hall P.O. Box 128 Bedford Park, IL 60501	(708) 458-2067 FAX (708) 458-2079
South	Janice Morrissy South Suburban Mayors & Managers Association	1904 W. 174th St. East Hazel Crest, IL 60429	(708) 206-1155 FAX (708) 206-1133
DuPage	Carl Schoedel DuPage Mayors & Managers Conference	1220 Oak Brook Rd. Oak Brook, IL 60521	(708) 571-0480 FAX (708) 571-0484
Kane	Terry Heffron Kane County Highway Dept.	41W011 Burlington St. Charles, IL 60175	(708) 584-1170 FAX (708) 584-5265
Lake	Bruce Christensen Lake County Division of Transportation	600 W. Winchester Libertyville, IL 60048	(847) 362-3950 FAX (847) 362-5290
McHenry	Mike Magnuson McHenry County Highway Dept.	P.O. Box 369 Woodstock, IL 60098	(815) 338-2040 x.485 FAX (815) 338-8461
Will	Alicia Hanlon Will County Governmental League	Village Hall 432 W. Nebraska St. Frankfort, IL 60423	(815) 464-0904 FAX (815) 469-7999

June 1996

2020 REGIONAL TRANSPORTATION PLAN

BICYCLE AND PEDESTRIAN COMPONENT

FINAL DRAFT GOALS AND STRATEGIES

(As Adopted July 28, 1995)

PREAMBLE - It is the intent of this component to enhance bicycling and walking and to reduce the number of short distance auto trips. If these goals can be achieved, bicycling and walking will contribute to improving our region's air quality, reduce energy consumption, reduce congestion, and generally contribute to a positive quality of life.

OVERALL GOAL - Increase bicycle and pedestrian travel in the region towards achieving the USDOT goal "to double the percentage of total trips made by bicycling and walking".

SPECIFIC GOALS AND STRATEGIES

GOAL ONE

NETWORK - Develop a regionally coordinated network of non-motorized facilities and coordinate bicycle and pedestrian facilities through subregional and local actions.

Strategies

- a. Complete necessary linkages between major trip generators within 3 miles (for bicycles) and 1/2-mile (for pedestrians) by providing access across barriers; providing access to destinations along arterials; improving local networks, including creating bicycle and pedestrian "short cuts;" and accommodating bicycles and pedestrians on bridges and underpasses.
- b. Complete gaps in sidewalk network.

- c. Encourage bicycle and pedestrian enhancements as part of all developments and applicable transportation projects.
- d. Continue to implement the downtown Chicago pedway plan.
- e. Encourage local jurisdictions to follow, where possible, nationally accepted and/or recommended design standards when designing or improving bicycle facilities to ensure connectivity, consistency, and safety across jurisdictions.
- f. Encourage local jurisdictions to routinely accommodate bicycles when adding and/or improving roadways through the use of techniques such as wide outer lanes, bicycle friendly drain grates, and traffic sensors, etc.

GOAL TWO

INTERMODAL - Improve the efficiency of the transportation system by enhancing the connections between non-motorized and motorized modes.

Strategies

- a. Encourage the provision of adequate and secure bicycle parking at all intermodal passenger transfer facilities and other major trip destinations.
- b. Promote safe and convenient bicycle and pedestrian routes to and from transit stations, including signage.
- c. Work with transit providers to explore accommodation of bicycles on transit.

GOAL THREE SAFETY - Improve bicycle and pedestrian safety toward the

USDOT goal "to reduce by 10% the number of bicyclists and pedestrians killed or injured in traffic crashes".

Strategies

- a. Adequately maintain pedestrian and bicycle facilities and roadways for the safety of all users.
- b. Encourage education programs for motor vehicle drivers to improve safety of bicyclists and pedestrians.
- c. Encourage education programs for bicyclists and pedestrians to promote safety.
- d. Support enforcement of the rights and responsibilities of bicyclists and pedestrians.
- e. Encourage use of innovative techniques to promote safety, such as moderating auto traffic flow in pedestrian and bicycling oriented areas.

GOAL FOUR PLANNING - Incorporate bicycle and pedestrian elements into transportation, land use, and development planning and implementation actions.

Strategies

- a. Incorporate consideration of bicycle and pedestrian accommodations into local and regional development review procedures.
- b. Encourage local jurisdictions to include the provisions of sidewalks and bicycle facilities in their development regulations.

- c. Encourage multi-use, clustered development that results in increased non-motorized travel.
- d. Ensure that bicycle and pedestrian considerations are included in Major Investment Analyses (MIAs) and Environmental Impact Statements (EISs) where appropriate.
- e. Integrate the consideration of non-motorized facilities into all planning, design, construction, and maintenance activities of IDOT, county highway and transportation departments, and local units of government where appropriate.
- f. Improve measurement of auto trips diverted by bicycle and pedestrian projects through data collection and appropriate analysis techniques.

GOAL FIVE PROMOTION - Promote bicycling and walking to increase their use as a transportation mode.

Strategies

- a. Encourage innovative techniques such as provision of amenities (e.g., parking, showers, lockers) and travel reimbursement incentives to promote bicycle and pedestrian travel.
- b. Improve public awareness of existing and proposed bicycle and pedestrian facilities.
- c. Improve public awareness of the benefits of bicycling and walking.

GOAL SIX FUNDING AND
RESOURCES - Provide
opportunities for funding
bicycle and pedestrian projects.

Strategies

- a. Improve non-motorized mode's competitiveness for transportation funding.
- b. Develop and distribute a comprehensive list of funding and other resources (financing, training, technical assistance, and others) for bicycle and pedestrian projects.

A Plan Development Working Group was formed as a technical committee to coordinate production of the 2020 Regional Transportation Plan component, using the products from the other working groups. This group included regional and municipal representatives, transportation planning agencies and bicycle advocacy groups. One significant effort of this working group was the development of a set of project selection criteria. The criteria, which are described below, are based on the non-motorized goals and strategies. They are intended to assist the subregions and serve as a basis for selecting non-motorized projects.

PROJECT SELECTION CRITERIA

PROJECTS CREATING OR IMPROVING ACCESS TO AND/OR PARKING AT TRANSIT STATIONS AND TRANSIT TRANSFER FACILITIES; AND PROJECTS ENHANCING THE INTERCONNECTIONS BETWEEN NON-MOTORIZED TRANSPORTATION AND OTHER MODES

- for example: paths, lanes, striping, lighting, parking, etc.

MAJOR ACTIVITY CENTERS

- for example: bicycle and pedestrian improvements enhancing access to and parking in areas with major destination points, such as areas of higher density mixed use development, public institutions, retail/commercial areas, parks, tourist attractions, employment areas, Priority Travel Zones

AREAS WITH HIGH POTENTIAL FOR SHORT AUTO TRIP DIVERSION

PROJECTS WITH POTENTIAL TO INCREASE SAFETY FOR BICYCLISTS AND PEDESTRIANS

AREAS OF CONCENTRATED POPULATION

PROJECTS LINKING SUBREGIONAL SYSTEMS

PROJECTS IN NORTHEASTERN ILLINOIS REGIONAL GREENWAYS PLAN AND PROJECTS NOT IN PLAN BUT THAT:

- ✓ connect two regional greenways;
- ✓ provide local connection to a regional greenway;
- ✓ extend a regional greenway;
- ✓ remove/overcome an obstacle in a regional greenway; or propose new greenway facilities.

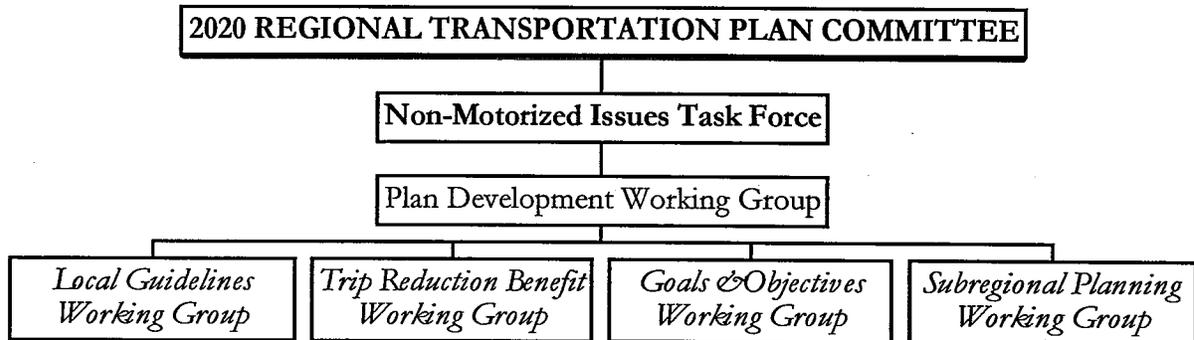
OTHER PROJECTS CONSIDERED SIGNIFICANT BY THE SUBREGION

- support with evidence of regional significance. These might be local projects high in cost and regional in impact, such as a bridge providing access across a major obstacle.

NON CAPITAL PROJECTS CONSISTENT WITH B/P POLICIES, GOALS AND OBJECTIVES IN THIS COMPONENT

- such as an areawide safety education program

**2020 NON-MOTORIZED
COMPONENT DEVELOPMENT PROCESS**



PUBLIC PARTICIPATION

Public input and involvement during the development of the non-motorized component of the 2020 RTP occurred at both subregional and regional levels. The subregional process included public participation and review, with subregional planners determining the form the process would take. Most of the subregions have solicited public participation to discuss subregional goals and strategies and identify new facilities as part of a subregional bicycle plan. Park districts, forest preserve and conservation districts, and other implementors were brought into the process early on at the initial inventory stage. Several subregions have had or will have their non-motorized plans officially adopted, which subjects those plans to the required public review process in addition to other forms of participation.

A regional Bicycle and Pedestrian Planning Exposition was held early in April of 1995 to educate the public about the process, to display and request feedback and input on draft goals and objectives, and present the draft designated non-motorized facility inventory maps. One hundred and fifty people attended the Exposition. The exposition was highly successful in that it attracted both governmental leaders

and the general public, communicating the planning process and status of the non-motorized component. Several surveys were conducted at the Exposition. The results and other information on the exposition is included in Appendix A.

Other public involvement steps will be conducted as the planning process moves toward adoption of a 2020 RTP, scheduled for June 1997. In fact, during December 1995 comments on overall RTP Goals and Objectives were solicited, and a call for proposals (cfp) was conducted. The cfp resulted in 57 non-motorized project and policy proposals, which will be an additional source of public input for the non-motorized planning process.

EXISTING CONDITIONS FOR NON-MOTORIZED TRAVEL IN NORTHEASTERN ILLINOIS

□ DATA ON BICYCLING AND WALKING IN NORTHEASTERN ILLINOIS

● **1990 Census** The 1990 Census data for bicycling and walking represents trips where bicycling or walking was the most frequently used mode to get to work the last week in March, and only if that trip constituted the longest segment of the trip to work. In using this data, it should be noted that if a bicycle or walk trip was made to, say, a train station, it would not have been counted if the train portion of the trip was longer. Modes such as bicycling and walking were also not counted if they were not the most frequently used mode to travel to work the last week in March. Also note that the Census data applies to those 16 years or older.

● **1990 Census Bicycle Trips to Work** The 1990 Census Journey to Work data estimates 7,577 bicycle trips to work, or .2% of the total northeastern Illinois work trips. The increase in bicycle trips to work since the 1980 Census was 9.2%, while the increase in total work trips was 10.25%. The increase of bicycle trips to work in the city of Chicago over the 10 year period was 56%. A chart comparing 1990 with 1980 Census data on means of transportation to work can be found in Appendix B. This appendix also contains the 1990 Census amount and percent of bicycle and walk trips to work by county.

● **1990 Census Walk Trips to Work** The 1990 Census data estimates 144,399 walk trips to work, or 4% of the total northeastern Illinois trips to work. This is a 21% decrease, or 38,427 fewer walk trips to work since the 1980 Census.

● **Other Census Data on Bicycling and Walking** Additional data on bicycling and walking is available from the Census, however some of the information combines the two modes. Among available information is total number of work trips made to an area, the

number of workers per vehicle, the mean and median income of workers in the area, the time of arrival at work by means of transportation to work, and the earnings of workers by means of transportation to work. The data is summarized at the employment end of the trip. This information is extracted from The Census Transportation Planning Package (Journey to Work) Part B and is the content of a report by CATS entitled, "1990 Census Transportation Facts for Workers Employed in Northeastern Illinois by Census Place."

● **1990 CATS Household Travel Survey (HHTS)** The CATS Household Travel Survey conducted starting in 1988 contains survey data on household travel behavior in northeastern Illinois. Unlike the Census, it is not limited to work trips only. Bicycle trips, however, are not a separate category but are included in the category "Other". For a detailed listing for additional modes included in the "Other" category, contact CATS Information Services Division at (312) 793-3456.

The HHTS was used in developing the Bicycle and Pedestrian Component of the 2020 RTP to locate areas with a large number of short auto trips, which led to preliminary designations of "priority travel zones". The priority travel zone analysis was a sample process to analyze routes for bicycle compatibility in areas with a high potential for bicycle trips to replace single occupant vehicle (SOV) trips. The study is described in a later section of this document.

A concise summary of walk trip information available from the HHTS (the following chart), shows, by county and Cook/Chicago area, the percent of trips by selected mode for all trip purposes. It should be noted that the trips reported are by county or survey catchment area

BICYCLE AND PEDESTRIAN PLANNING IN NORTHEASTERN ILLINOIS

where the household is located, not necessarily where the trips were actually made.

PERCENT OF TRIPS BY MODE FOR ALL TRIP PURPOSES IN NORTHEASTERN ILLINOIS

Sub Region	Walk	Other *	Transit	Auto Passenger	SOV
CBD	37%	10%	23%	7%	24%
Chicago	20	2	23	10	46
Sub-Cook	9	1	6	12	73
DuPage	6	1	5	11	78
Lake	4	1	3	11	81
Will	4	1	3	12	80
Kane	3	1	3	12	81
McHenry	3	1	3	13	80

Source: CATS Household Travel Survey 1988

A more detailed chart on information from the HHTS can be found in Appendix C, which contains the RTA-produced paper "Non-Motorized Access to Transit: Preliminary Regional Results". This paper also includes data compiled from the CATS Household Travel Survey on blocks walked to CTA stations.

• **1990 Northeastern Illinois Planning Commission TCM Surveys** In 1993, the Northeastern Illinois Planning Commission (NIPC) conducted four case study surveys to estimate emissions reductions as a result of selected bicycle, pedestrian, and other facilities and programs. The surveys were part of an effort to provide information on land-use based Transportation Control Measures (TCMs) for planners and public officials. TCMs are strategies to offset any growth in emissions from growth in vehicle miles travelled (VMT) or the number of vehicle trips in this region. The Clean Air Act Amendments of 1990 require the State of Illinois to identify and adopt specific TCMs to be included in the State Implementation Plan. The results of six TCM case study surveys are documented in the NIPC report entitled, *Local Non-Auto Techniques to Promote Clean Air*.

The survey results and analysis of bicycle ridership at two suburban transit stations showed a total of

4,344 VMT per year avoided due to bicycle ridership. One hundred and six pounds of hydrocarbons and 29 pounds of nitrogen oxides were eliminated. This figure is arrived at by including bicyclists to the station whose car was not used by other household member ("savers"). Savers amounted to more than 30 percent of the sample.

The survey of bicycle riding employees at the Shure Brothers Company in Evanston, Illinois, demonstrated the potential for encouraging bicycle ridership for the work trip. Shower facilities were installed for employees and bicycle racks were moved to a safer location. As a result, several additional employees bicycled to work. The total avoided VMT of all bicyclists to work was 6,828 miles. Fifty of those surveyed were "savers", which translates to a reduction of 67 pounds of hydrocarbons and 27 pounds of nitrogen oxides.

The survey of bicycle riders parked outside of the Mercantile Exchange in Chicago showed a reduction of 10,742 VMT per year. One hundred and twenty pounds of hydrocarbons and 45 pounds of nitrogen oxides were reduced because 16 percent of those surveyed were "savers".

A demonstration program was also conducted to examine the effect of sidewalk availability on propensity to walk instead of drive. A new sidewalk connection was made which connects two residential areas and an industrial park to the Metra commuter station. Twenty six percent of the survey respondents who used the sidewalk had driven to the station before the sidewalk was constructed. The emissions reductions per year as a result of changes from driving to walking due to the sidewalk would be 364 pounds of hydrocarbons and 72 pounds of nitrogen oxides. A description of the method used for air quality analysis is contained in an appendix of the report, *Local Non-Auto Techniques to Promote Clean Air*.

The report's conclusion noted that the air quality benefits of walking or bicycling, from a cost-effectiveness standpoint, are among the highest of

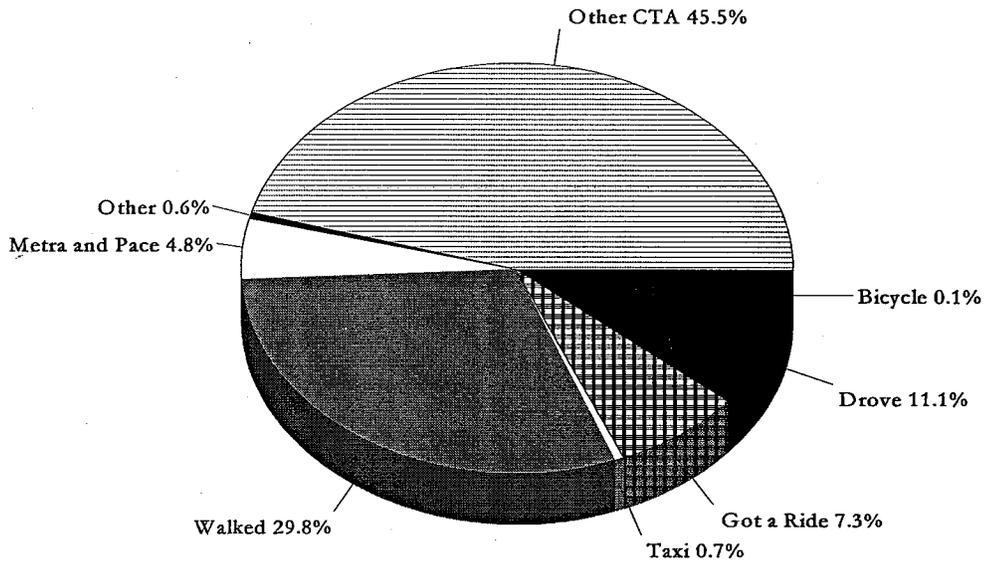
all TCMs. It states that the effectiveness of walking or bicycling is frequently underestimated because of the belief that it would not apply to commuting, especially in winter months. However, since ozone problems are highest in the summer, a walk or bike-to-work program could be effective.

• **1994 Northwest Corridor Passenger Travel Survey** Part of the data collection for the Non-Motorized Access to Transit Study (described in a later section) includes information from the CTA Passenger Travel Survey: Northwest Corridor, a survey conducted by the RTA. A brief description of the survey's results on mode of access is included in Appendix C, as well as an analysis of the chart below which summarizes how respondents got to the station.

• **1994-1995 Council of Mayors Trail Surveys**

In the summers of 1994 and 1995, bicycle and pedestrian trail surveys were conducted by the CATS Council of Mayors. Trail users were surveyed on the Fox River Trail, the Illinois Prairie Path, and the Green Bay Trail. The objective was to add to existing data for calculating emissions reductions for the Congestion Mitigation and Air Quality Improvement Program. Questions were geared to determine if existence of bicycle and pedestrian paths reduces automobile trips.

Access to CTA Blue Line: AM Peak Period: Total Results



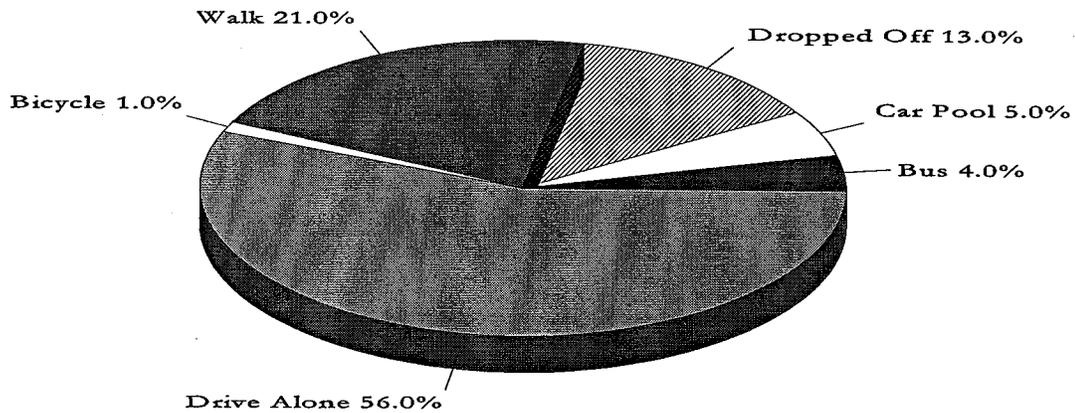
BICYCLE AND PEDESTRIAN PLANNING IN NORTHEASTERN ILLINOIS

Information was collected about the characteristics of trail users as well as the trip purpose and length. The raw data has been documented and CATS will be producing reports in the near future which will analyze the data. A rough draft summary of the data on the 1994 surveys is included in Appendix D. The disk containing the data files is available from CATS.

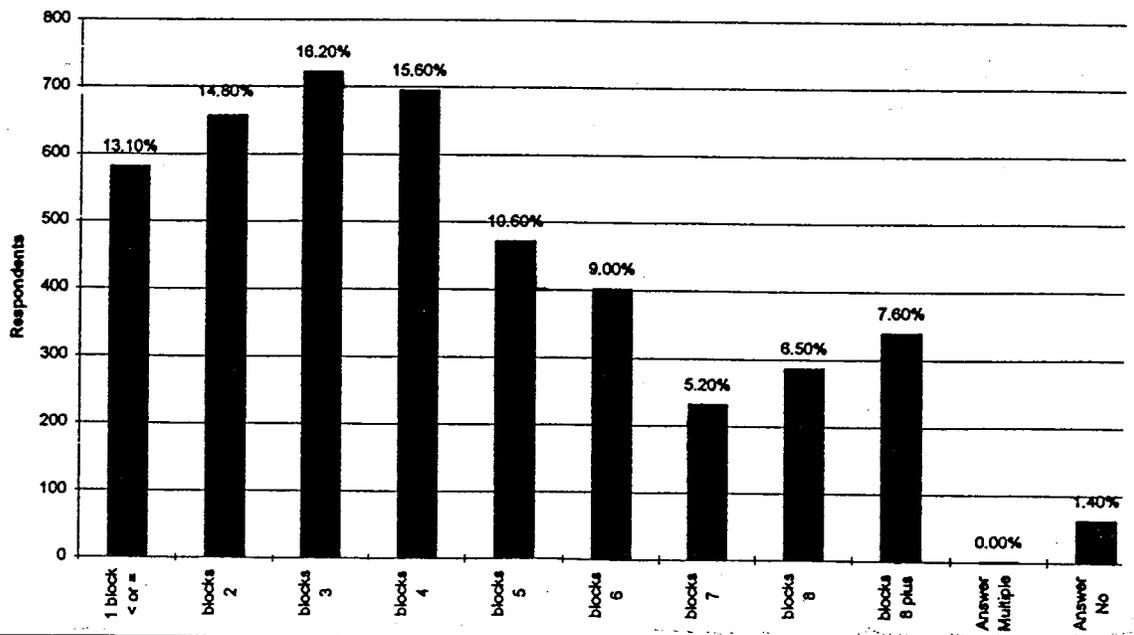
• 1994-1995 Metra Mode of Access Survey

The pie chart below summarizes the aggregate results of Metra's 1994 survey of mode of access to Metra stations. The survey also asked information on blocks walked to the station, and the bar chart provides a summary of the responses. More information and the 1994-95 Metra Mode of Access Survey Report is available from Metra.

Access to Metra by Mode: AM Peak Commuters: All Stations



Blocks Walked to Metra Station: All Stations



• *Non-Motorized Access to Transit Study*

This study was initiated to contribute policies and potential projects to the region's 2020 long range transportation plan which would improve non-motorized access to transit. Additional objectives include developing a methodology to generate improvement projects, which will assist RTA in the development of a pedestrian and bicycle access improvement program to increase transit ridership; and to divert motorized access to transit to non-motorized access modes.

A major objective of the study is to determine the most efficient and cost effective improvements to pedestrian and bicycle access to transit. Study inputs include: NIPC land use and demographic data to select and provide data for the selected sites; review of existing literature and data; and surveys of existing and potential riders. Task objectives include: analyzing transit access mode choice; gaining understanding of how refinements in the pedestrian and bicycle environment could affect these choices, and obtaining quantitative data to develop a transit access mode choice model.

Reports on completed phases of the project are available from the Regional Transportation Authority, as will be the final report and products of the study. Appendix C contains some preliminary results of new survey data collected for the study, starting on page six of the paper.

• *State of Non-Motorized Data Collection and Modelling*

The Trip Reduction Working Group and Non-Motorized Issues Task Force identified regional data, analyses, survey and modelling methods that could be useful in planning for non-motorized travel.

Data Collection The HHTS included pedestrian travel as a separate mode choice in the survey questions (unlike bicycling which was combined with other modes in the list of possible responses).

It was suggested by the Non-Motorized Issues Task Force that additional analyses of this pedestrian data could be useful for non-motorized planning. Suggestions included breaking out the

walk mode of travel by trip purpose, and by levels of geography (regional, county, Council of Mayors, Survey Townships, and Traffic Analysis Zones).

Also, it was suggested that it would be useful to have, by mode, and county or survey catchment area, analyses summarizing origins and destinations of each trip to identify where trips are actually occurring. As stated earlier, the information available now includes trips reported by county or survey catchment area where the household is located, not necessarily where the trips actually occurred.

For any potential future household travel surveys, it was suggested that bicycles be separated out from the "other" category in the list of possible responses to questions on mode of travel.

There was also discussion on potential benefits of changing some of the wording on certain survey questions. According to the discussions at the working group meeting, transportation agencies in Portland and Southern California have found increased accuracy in capturing information on short trips of all modes by rewording their travel survey. Instead of asking what trips respondents made and how they got there, they are now asking where respondent went, and then how they got there. It was suggested that this be further investigated for any future Household Travel Surveys.

Discussions also took place regarding the time of year the surveys (HHTS and Census) were taken and the possible effect on decisions to walk or bike. There was a suggestion it may have resulted in undercounting bicycle and walk trips. It was noted that in a report from Boston, a multiplier had been used with Census data to rectify their approximation of the undercounting in the census data. Data collection and record keeping is also discussed at the end of the financial section in this report.

Modelling CATS regional models on trip generation do not account for non-motorized trips because they deal only with vehicle trips, not person trips. One of the modelling improvements for UWP consideration as discussed by CATS staff, was to add non-motorized modes to regional travel simulation. The intent would be to allow evaluation of policies, not to evaluate individual non-motorized projects. However, the model enhancement did not receive UWP funds in 1995.

□ DESIGNATED NON-MOTORIZED FACILITIES IN NORTHEASTERN ILLINOIS

A first step in preparing the Non-Motorized Component of the 2020 Regional Transportation Plan was to conduct an inventory of the transportation system's current conditions for bicyclists and pedestrians. A two part inventory approach was used: 1) collecting and analyzing data on existing and proposed designated facilities, and 2) collecting and analyzing data on a representative set of sample bicycle trips to assess conditions and level of accommodations on those trips. The latter of these inventories are described in the section, "Conditions for Typical Bicycle Trips in Northeastern Illinois."

Staff of the Northeastern Illinois Planning Commission were responsible for coordinating the gathering of information contained in the regionwide designated non-motorized facility inventory. Through the combined efforts of NIPC, the subregional Council of Mayors and the City of Chicago, NIPC now possesses a digital GIS inventory of existing/committed and proposed designated non-motorized facilities for the entire region. Information was compiled from multiple sources including municipal, county, forest preserve districts and park district plans and is current to August 1995.

Designated facilities are those which were indicated by one of these sources as an official existing or proposed bicycle or pedestrian facility. The inventory does not contain many of the local roads that bicyclists often use, nor does it contain a complete sidewalk inventory.

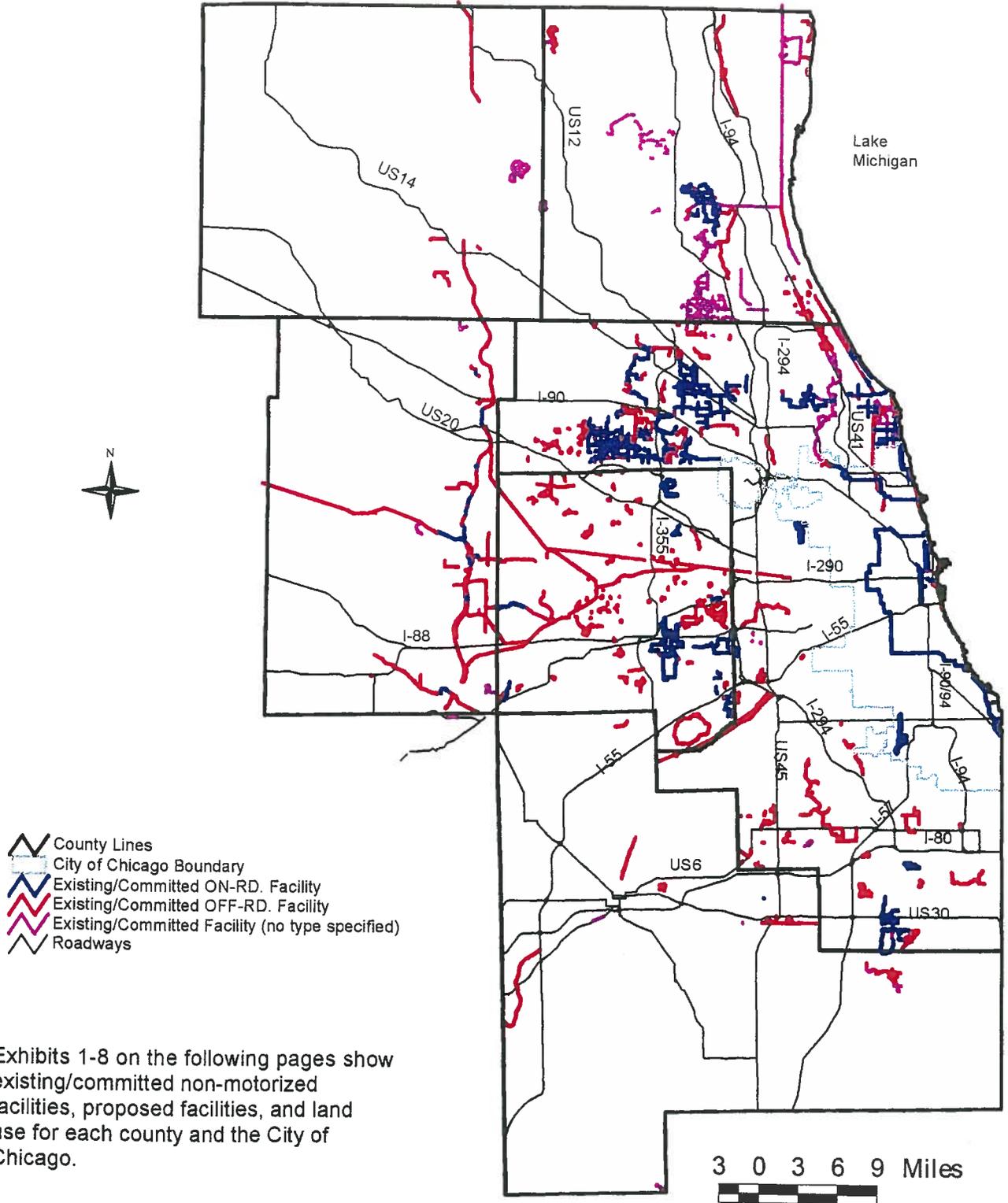
The inventory contains information on facility type (on-road, off-road, signed route, etc.), facility surface, facility width, crossing conditions, hazards, and amenities along the route. It is in such a format that it can be combined with other digital layers in NIPC's database. It can also be shared with other agencies in the region, and can be updated as new facilities are developed or as planned facilities become reality.

• *Existing and Committed Non-Motorized Facilities* The inventory revealed that the northeastern Illinois region contains over 992 miles of existing or committed non-motorized facilities. While some facilities within the region are extensive trails that traverse multiple communities, many are found within and between communities and help to complete the subregional and local non-motorized networks. The regional map that follows depicts the existing and committed non-motorized facilities within northeastern Illinois.

• *Proposed Non-Motorized Facilities* It was found that there are 1140 miles of proposed facilities within the region. Proposed facilities can be classified as those that are included in a plan that has been officially adopted by a local jurisdiction.

Exhibits one through eight show existing and committed, and proposed facilities for each county and the city of Chicago. It should be noted that since the inventory was completed in August 1995, the subregional councils have supplemented it with additional facilities. These additional facilities have not yet been included in the regional inventory.

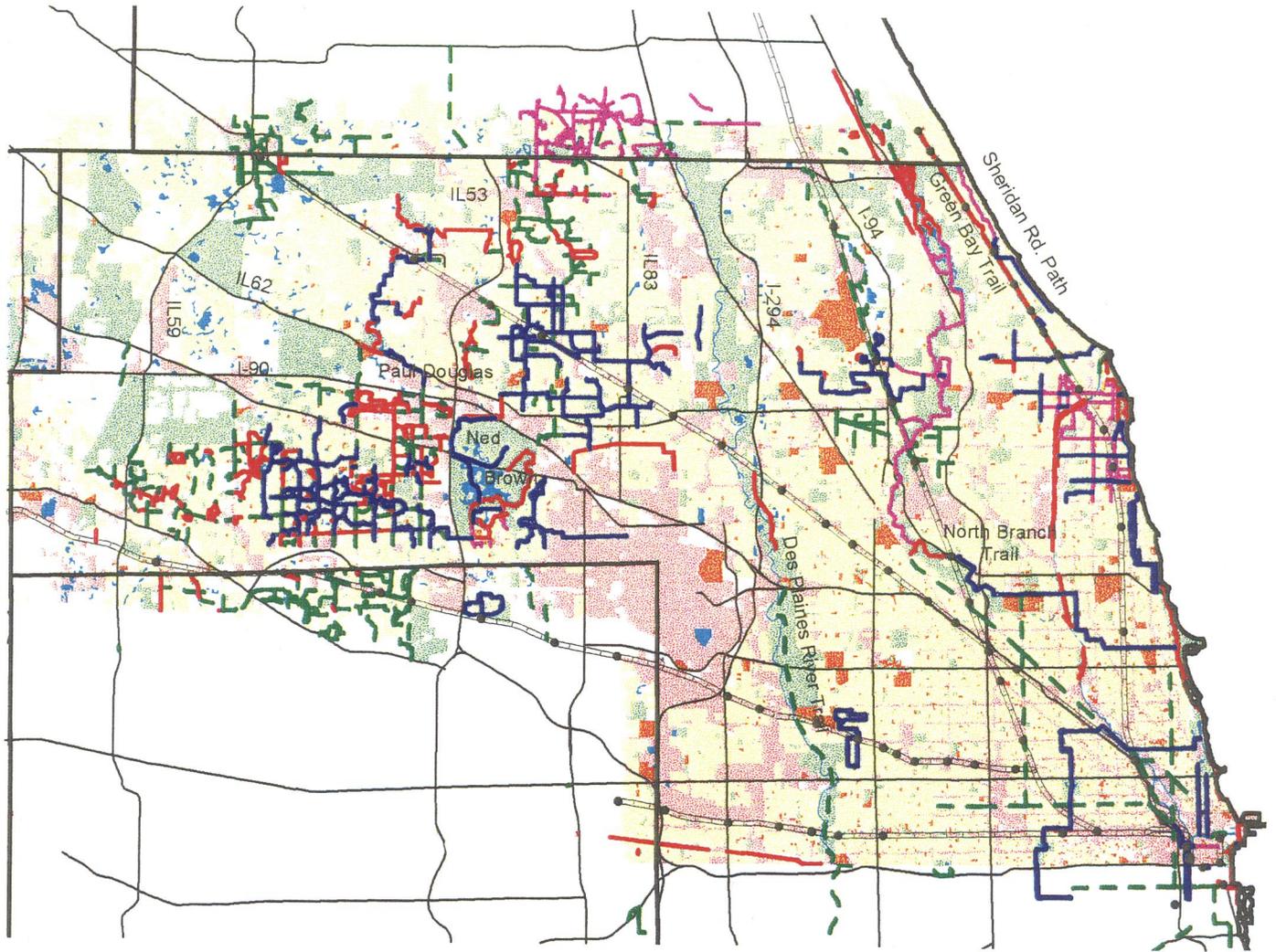
Existing/Committed Designated Non-Motorized Facilities in Northeastern Illinois



Exhibits 1-8 on the following pages show existing/committed non-motorized facilities, proposed facilities, and land use for each county and the City of Chicago.

Source Information:
 DESIGNATED NON-MOTORIZED FACILITIES: Information compiled by Subregional Councils of Mayors & Chicago DOT from municipal, county, forest preserve district, and park district plans and maps, as of August 1995. Subregional information synthesized into regional coverage by NIPC, 1995;
 SELECT ROADS: USGS DLG-3, circa 1980;
 PREPARED BY: Northeastern Illinois Planning Commission, Planning Services Dept., 6/12/96

Exhibit 1: Northern Cook County Designated Non-Motorized Facilities



- County Line
- Metra Station
- Existing/Committed ON-RD. Facility
- Existing/Committed OFF-RD. Facility
- Existing/Committed Facility (no type specified)
- Proposed Facility
- Metra Line
- Select Roads
- Comm., Ind., TCU
- Open Space
- Residential
- Institutional
- Water



1 0 1 2 3 4 Miles

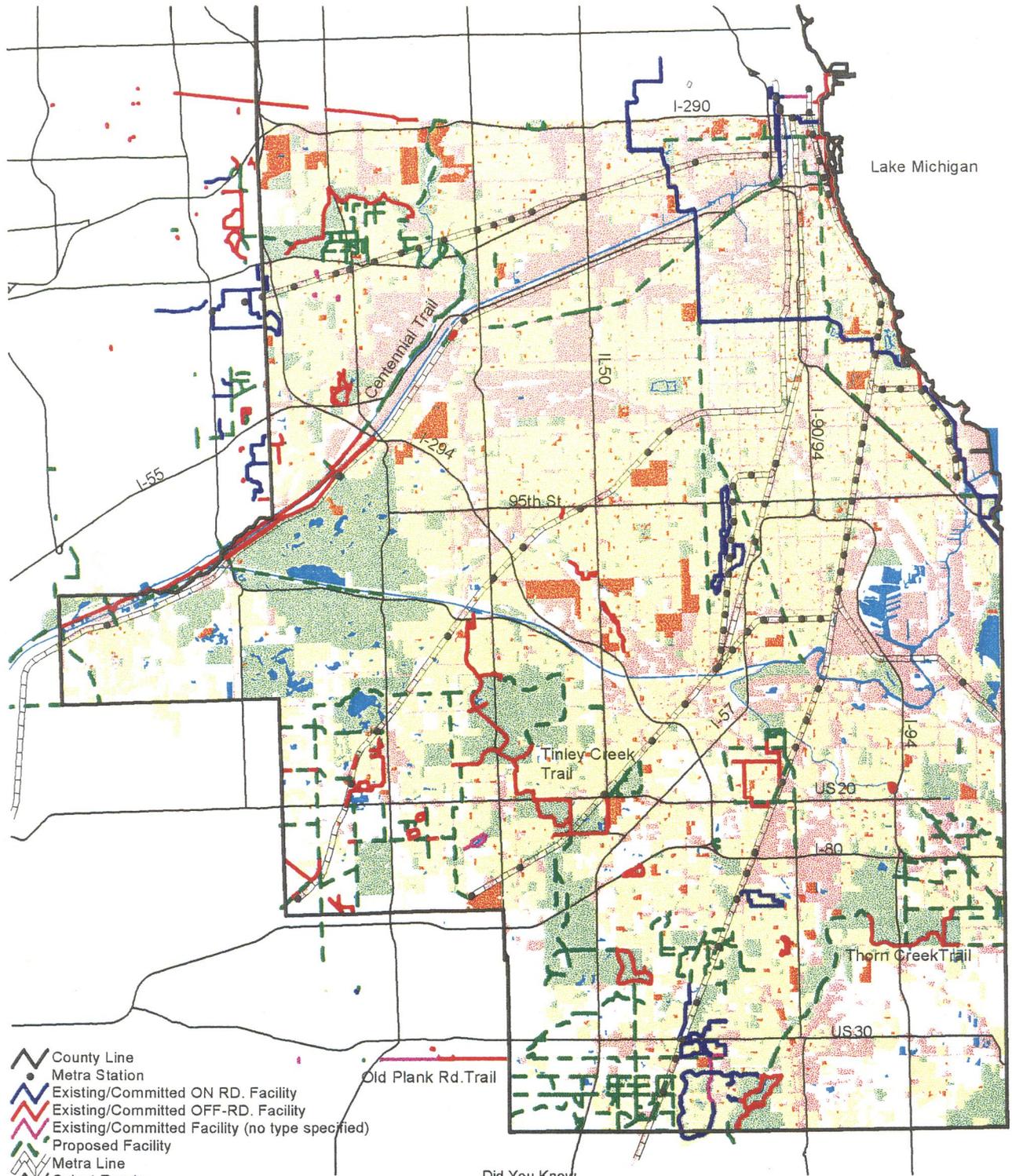
Did You Know...

In northern Cook County (excluding the City of Chicago), there are over 303 miles of existing/committed non-motorized facilities, and an additional 123 miles are proposed. See Appendix E for a listing of each facility and the land uses within 1 mile

Source Information:

LAND USE: NIPC 1990 Land Use Inventory, ver. 1.1, copyright (c) 1994;
 DESIGNATED NON-MOTORIZED FACILITIES: Information compiled by the Northwest, North Shore, & North Central Councils of Mayors, & the Chicago DOT from municipal, county, forest preserve district, and park district plans & maps as of August 1995. Subregional information synthesized into regional coverage by NIPC, 1995.
 ROADS: IDOT IRIS File, 1994;
 METRA LINES/STATIONS: Metra, 1995;
 Prepared by Northeastern Illinois Planning Commission, Planning Services Dept., 6/11/96

Exhibit 2: Southern/Western Cook County Designated Non-Motorized Facilities



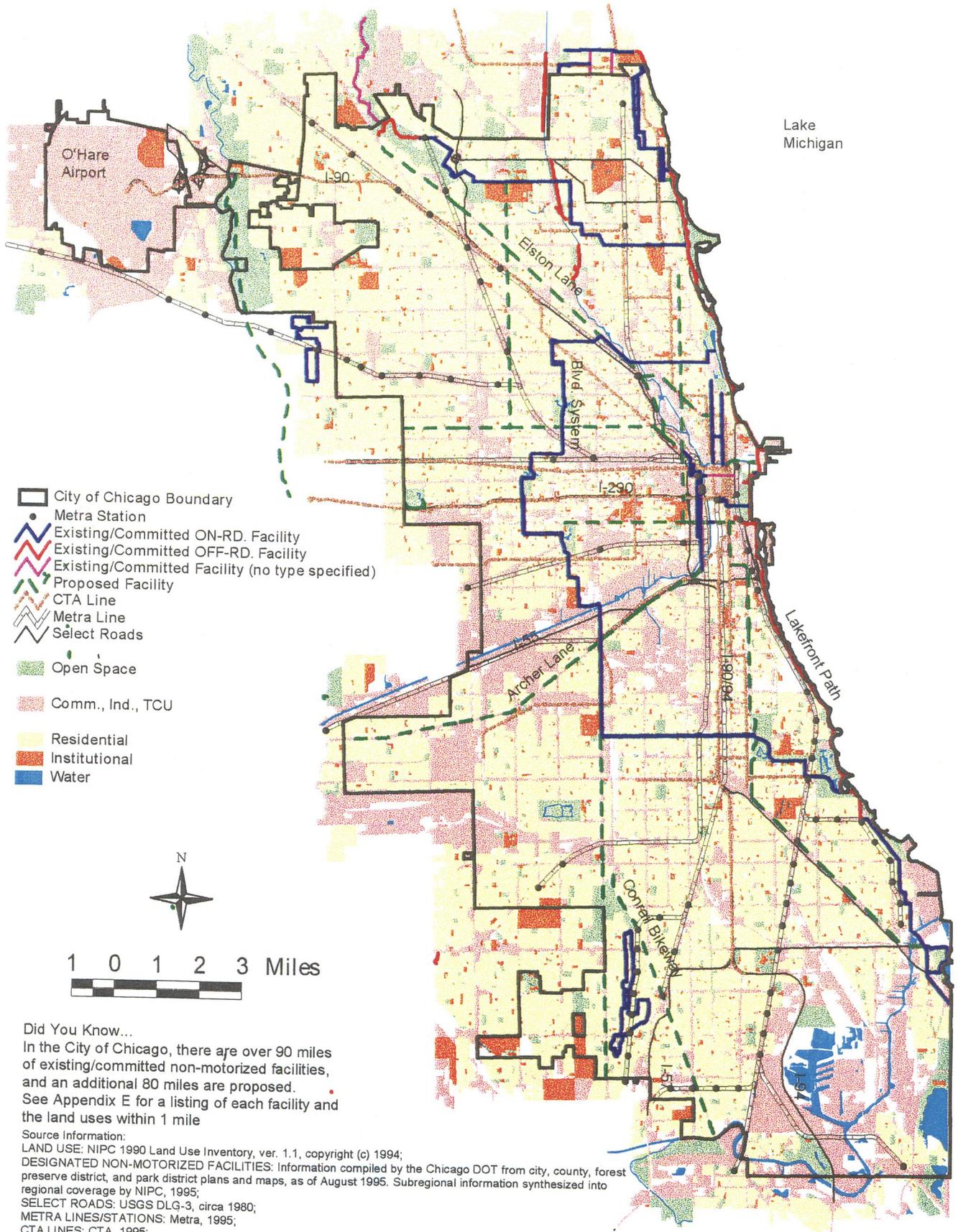
Did You Know...

In South and Western Cook County (excluding the City of Chicago), there are over 106 miles of existing/committed non-motorized facilities, and an additional 293 miles are proposed. See Appendix E for a listing of each facility and the land uses within 1 mile.

Source Information:

LAND USE: NIPC 1990 Land Use Inventory, ver. 1.1, copyright (c) 1994;
 DESIGNATED NON-MOTORIZED FACILITIES: Information compiled by the Central, South, and Southwest Councils of Mayors and the Chicago DOT from municipal, county, forest preserve district, and park district plans and maps, as of August 1995. Subregional information synthesized into regional coverage by NIPC
 SELECT ROADS: IDOT IRIS File, 1994;
 METRA LINES/STATIONS: Metra, 1995;
 PREPARED BY: Northeastern Illinois Planning Commission, Planning Services, 6/11/98

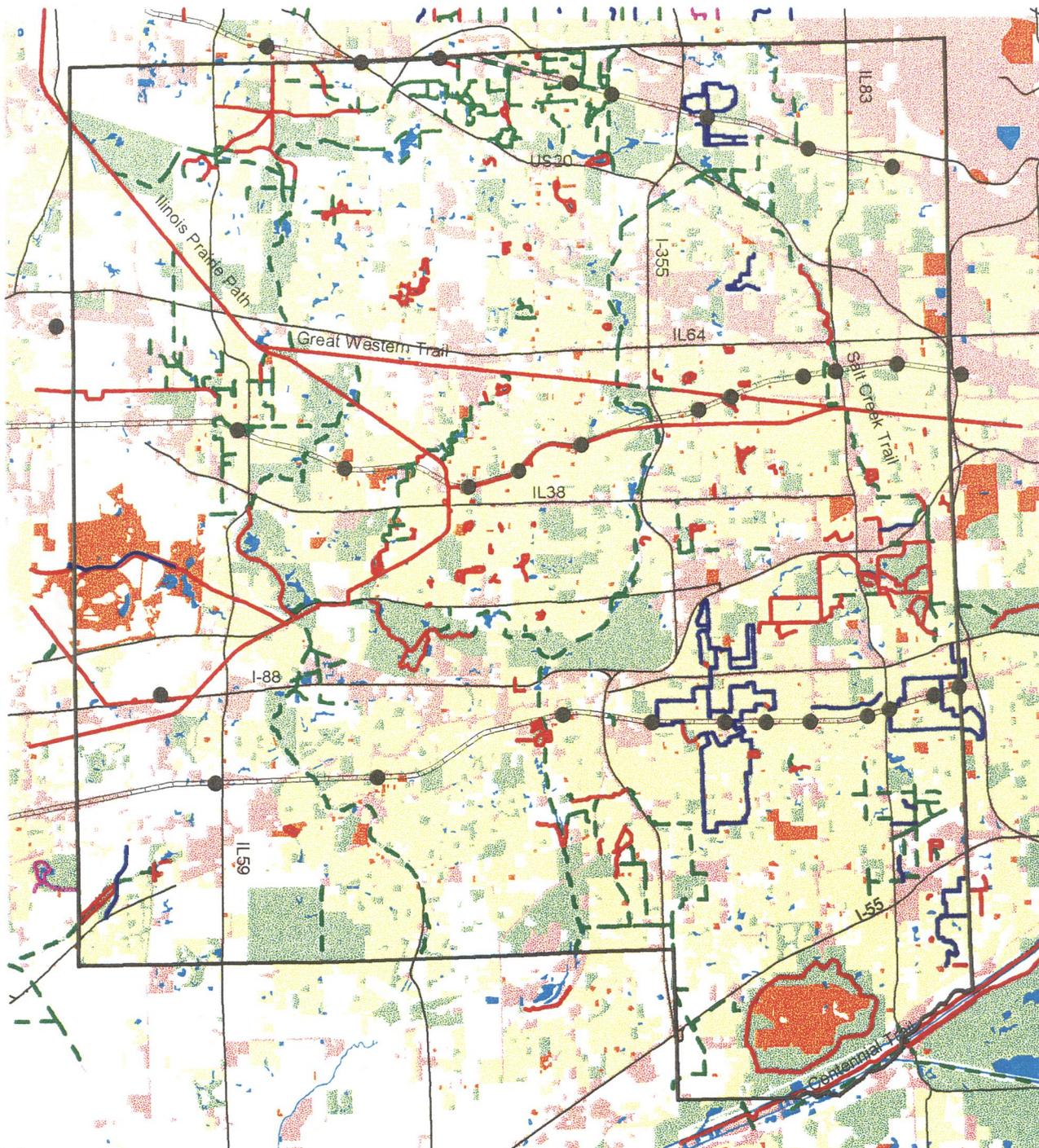
Exhibit 3: City of Chicago Designated Non-Motorized Facilities



Did You Know...
 In the City of Chicago, there are over 90 miles of existing/committed non-motorized facilities, and an additional 80 miles are proposed. See Appendix E for a listing of each facility and the land uses within 1 mile

Source Information:
 LAND USE: NIPC 1990 Land Use Inventory, ver. 1.1, copyright (c) 1994;
 DESIGNATED NON-MOTORIZED FACILITIES: Information compiled by the Chicago DOT from city, county, forest preserve district, and park district plans and maps, as of August 1995. Subregional information synthesized into regional coverage by NIPC, 1995;
 SELECT ROADS: USGS DLG-3, circa 1980;
 METRA LINES/STATIONS: Metra, 1995;
 CTA LINES: CTA, 1995;
 PREPARED BY: Northeastern Illinois Planning Commission, Planning Services Dept., 6/11/96

Exhibit 4: DuPage County Designated Non-Motorized Facilities



- County Line
- Metra Station
- Existing/Committed ON-RD. Facility
- Existing/Committed OFF-RD. Facility
- Existing/Committed Facility (no type specified)
- Proposed Facility
- Metra Line
- Select Roads
- Open Space
- Comm./Ind./TCU
- Residential
- Institutional
- Water



Did You Know...

In DuPage County, there are over 186 miles of existing/fully funded designated non-motorized facilities, and an additional 170 miles are proposed. See Appendix E for a listing of each facility and the land use within 1 mile

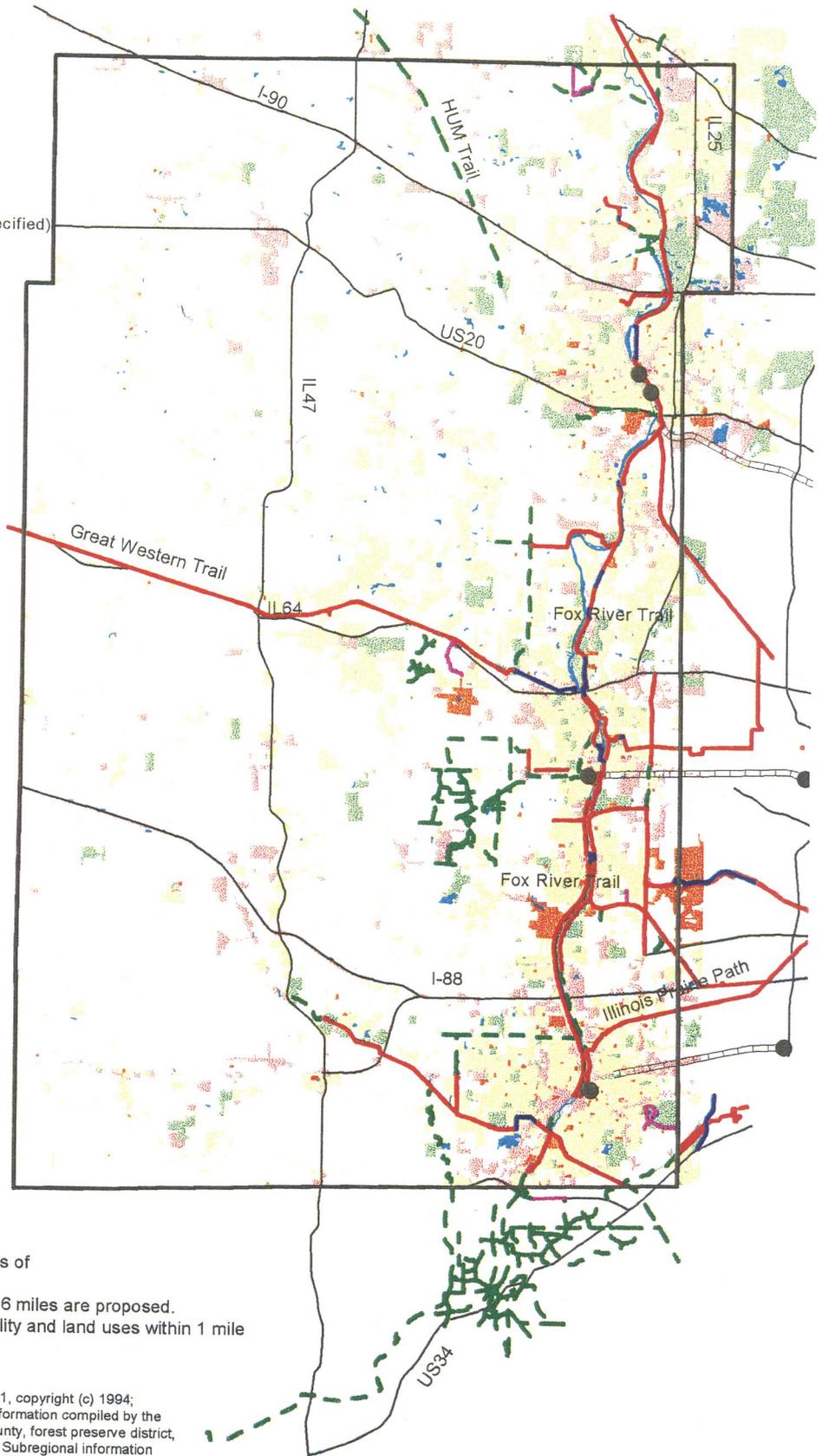
Source Information:
 LAND USE: NIPC 1990 Land Use Inventory, ver. 1.1, copyright (c) 1994;
 DESIGNATED NON-MOTORIZED FACILITIES: Information compiled by DuPage Mayors & Managers Assoc. from municipal, county, forest preserve district, and park district plans and maps, as of August 1995. Subregional information synthesized into regional coverage by NIPC, 1995;
 SELECT ROADS: IDOT IRIS File, 1994;
 METRA LINES/STATIONS: Metra, 1995;
 PREPARED BY: Northeastern Illinois Planning Commission, Planning Services Dept., 6/4/96

Exhibit 5: Kane County Designated Non-Motorized Facilities

-  County Line
-  Metra Station
-  Existing/Committed ON-RD. Facility
-  Existing/Committed OFF-RD. Facility
-  Existing/Committed Facility (no type specified)
-  Proposed Facility
-  Metra Line
-  Select Roads
-  Open Space
-  Comm., Ind., TCU
-  Residential
-  Institutional
-  Water



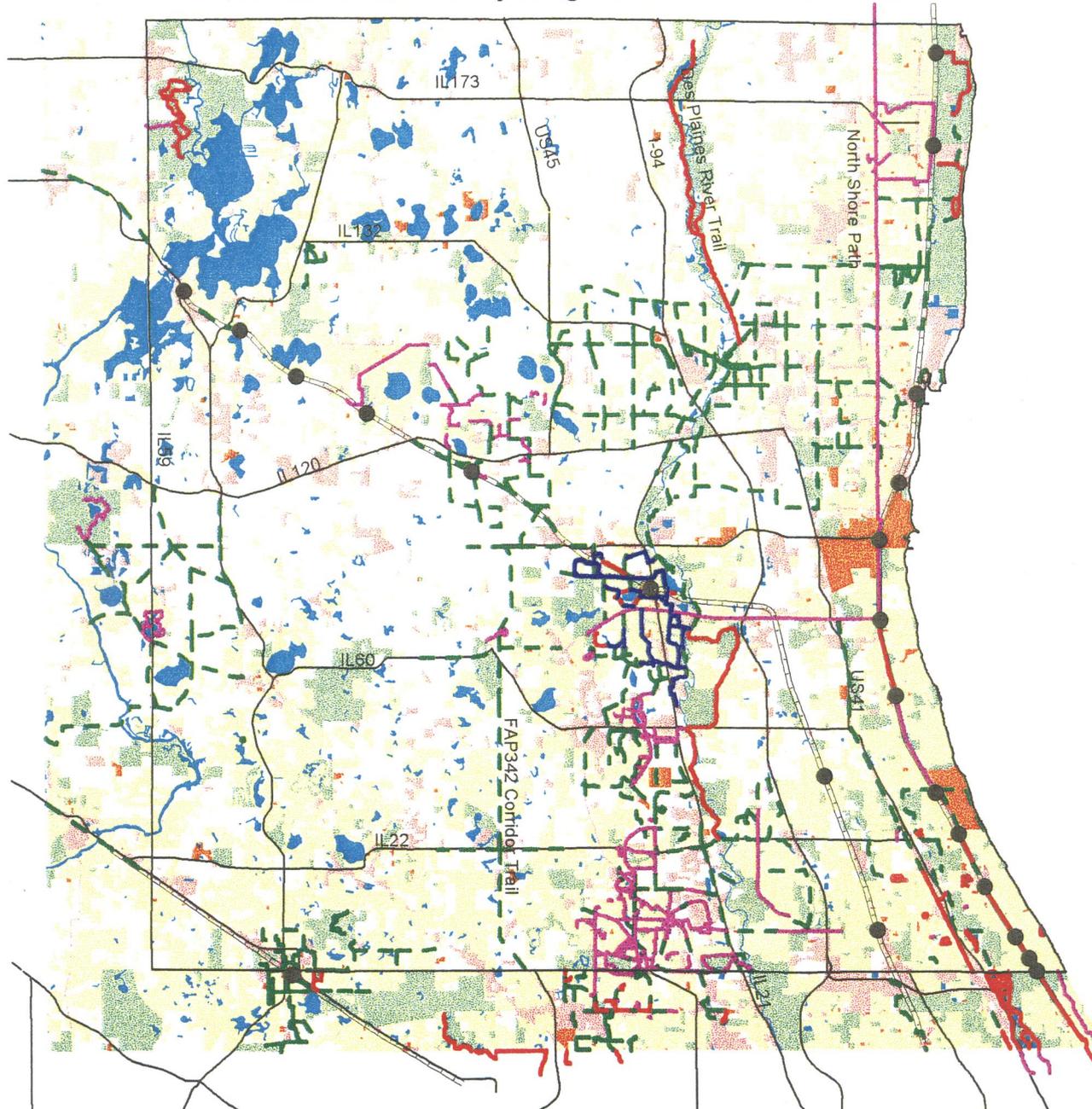
1 0 1 2 3 4 5 Miles

Did You Know...
 In Kane County, there are over 111 miles of existing/fully funded designated non-motorized facilities, and an additional 116 miles are proposed. See Appendix E for a listing of each facility and land uses within 1 mile

Source Information:
 LAND USE: NIPC 1990 Land Use Inventory, ver. 1.1, copyright (c) 1994;
 DESIGNATED NON-MOTORIZED FACILITIES: Information compiled by the Kane County Council of Mayors from municipal, county, forest preserve district, and park district plans & maps, as of August 1995. Subregional information synthesized into regional coverage by NIPC, 1995;
 SELECT ROADS: IDOT IRIS File, 1994;
 METRA LINES/STATIONS: Metra, 1995;
 PREPARED BY: Northeastern Illinois Planning Commission, Planning Services Dept., 6/10/96

Exhibit 6: Lake County Designated Non-Motorized Facilities



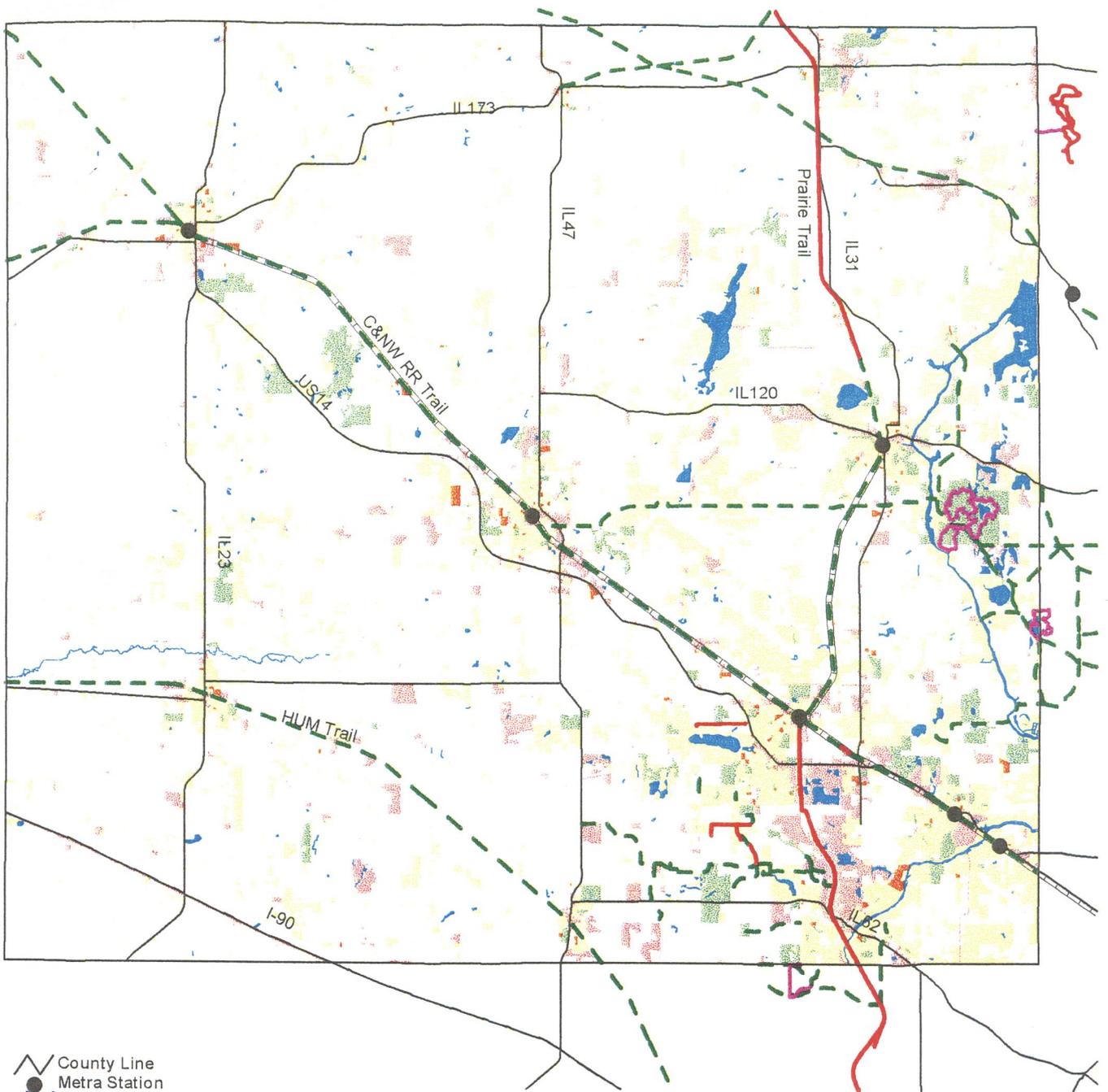
- County Line
- Metra Station
- Existing/Committed ON RD. Facility
- Existing/Committed OFF-RD. Facility
- Existing/Committed Facility (no type specified)
- Proposed Facility
- Metra Line
- Select Roads
- Open Space
- Comm., Ind., TCU
- Residential
- Institutional
- Water



Did You Know...
 In Lake County, there are over 152 miles of existing/committed non-motorized facilities, and an additional 250 miles are proposed. See Appendix E for a listing of each facility and the land use within 1 mile.

Source Information:
 LAND USE: NIPC 1990 Land Use Inventory, ver. 1.1, copyright (c) 1994;
 DESIGNATED NON-MOTORIZED FACILITIES: Information compiled by Lake County Council of Mayors from municipal, county, forest preserve district and park district plans & maps, as of August 1995. Subregional information synthesized into regional coverage by NIPC, 1995.
 SELECT ROADS: IDOT IRIS File, 1994;
 METRA LINES/STATIONS: Metra, 1995.
 Prepared by NIPC Planning Services, 6/4/96.

Exhibit 7: McHenry County Designated Non-Motorized Facilities



- County Line
- Metra Station
- Existing/Committed ON-RD. Facility
- Existing/Committed OFF-RD. Facility
- Existing/Committed Facility (no type specified)
- Proposed facility
- Metra Line
- Select Roads
- Open Space
- Comm, Ind., TCU
- Residential
- Institutional
- Water



Did You Know...
 In McHenry County, there are over 26 miles of existing/**committed** designated non-motorized facilities, and an additional 124 miles are proposed. See Appendix E for a listing of each facility and the land use within 1 mile

Source Information:
 LAND USE: NIPC 1990 Land Use Inventory, ver. 1.1, copyright (c) 1994;
 DESIGNATED NON-MOTORIZED FACILITIES: Information compiled by McHenry County Council of Mayors from municipal, county, forest preserve district, and park district plans & maps as of August 1995. Subregional information synthesized into regional coverage by NIPC, 1995;
 SELECT ROADS: IDOT IRIS File, 1994;
 METRA LINES/STATIONS: Metra, 1995;
 PREPARED BY: Northeastern Illinois Planning Commission, Planning Services Dept., 6/4/96

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The following table gives a general summary of the number of miles that are existing/committed or proposed within the region.

MILES OF EXISTING/COMMITTED & PROPOSED NON-MOTORIZED FACILITIES BY COUNCIL AREA

1995 Non-Motorized Facilities Inventory

Prepared by the Northeastern Illinois Planning Commission

August 1995

COUNCIL	Existing/Committed Facilities (Miles)	Proposed Facilities (Miles)	Total (Miles)
Cook-Central	7.5	25.6	33.1
Cook-North Central	12.8	8.2	20.9
Cook-Northwest	186.2	99.1	285.3
Cook-North Shore	104.9	16.6	121.6
Cook-South	60.6	113.7	174.4
Cook-Southwest	38.1	47.5	85.6
Chicago	90.2	80.7	171.0
DuPage	186.7	170.5	357.5
Kane	111.7	116.5	228.1
Lake	152.1	250.3	402.3
McHenry	26.6	124.6	151.3
Will	23.0	81.5	104.5
REGIONAL TOTAL	992.4	1139.7	2132.2

Information for the inventory was compiled by the CATS Councils of Mayors from municipal, county, forest preserve district, and park district plans & maps. Information was synthesized into regional coverage by NIPC in August 1995. Information is current as of August 1995.

• *Analysis of Designated Non-Motorized Facilities* The NIPC Non-Motorized Facilities Inventory was combined with the NIPC 1990 Land Use Inventory, version 1.1, and 1990 U.S. Census information to analyze population and land use within 1/2 mile and one mile buffers of each non-motorized facility. Appendix E lists each facility and the population and land uses within the one mile buffer. Although it is not shown in the report, population and land uses within 1/2 mile buffers were also calculated. This information can be obtained by contacting the Northeastern Illinois Planning Commission.

□ CONDITIONS FOR TYPICAL BICYCLE TRIPS IN NORTHEASTERN ILLINOIS

• *Evaluating Bicycle Trip Conditions: The Priority Travel Zone Study* The inventory information documented in the preceding section provides a state of the region snapshot of existing and proposed designated facilities. A typical non-motorized trip is likely to utilize designated bicycle facilities for only part of the trip or not at all. Therefore, this other half of the inventory provides a picture of conditions on typical bicycle routes throughout the region. The Priority Travel Zone (PTZ) Study sampled 405 typical bicycle routes and evaluated them for their effectiveness at providing safe and convenient access for bicyclists.

The Priority Travel Zone (PTZ) Inventory was undertaken to assess the existing level of accommodation, conditions, and obstacles on a cross section of these roadways, which were major route components of the typical sample bicycle trips.

Typical sample bicycle routes were chosen by first identifying areas with the highest concentration of short solo auto trips, since these would have, theoretically, the most potential to be replaced by an auto trip. These areas were identified as PTZ's. In some subregions, one or more of these zones were replaced in order to include important major activity centers or to achieve a more balanced geographic mix of PTZ areas.

Next, a major destination was selected within the PTZ. Three routes were drawn on the map to that destination, originating from residential areas about 3 miles away. The following page illustrates a sample map representing the PTZ methodology. See Appendix F for a list of the destinations that were selected by the subregional planners. These routes were biked and data was collected for each of the 405 routes, totalling 1,294 miles. The data collected was then analyzed, and assessments were made on the bicycling stress levels, convenience, parking, and other characteristics of the routes.

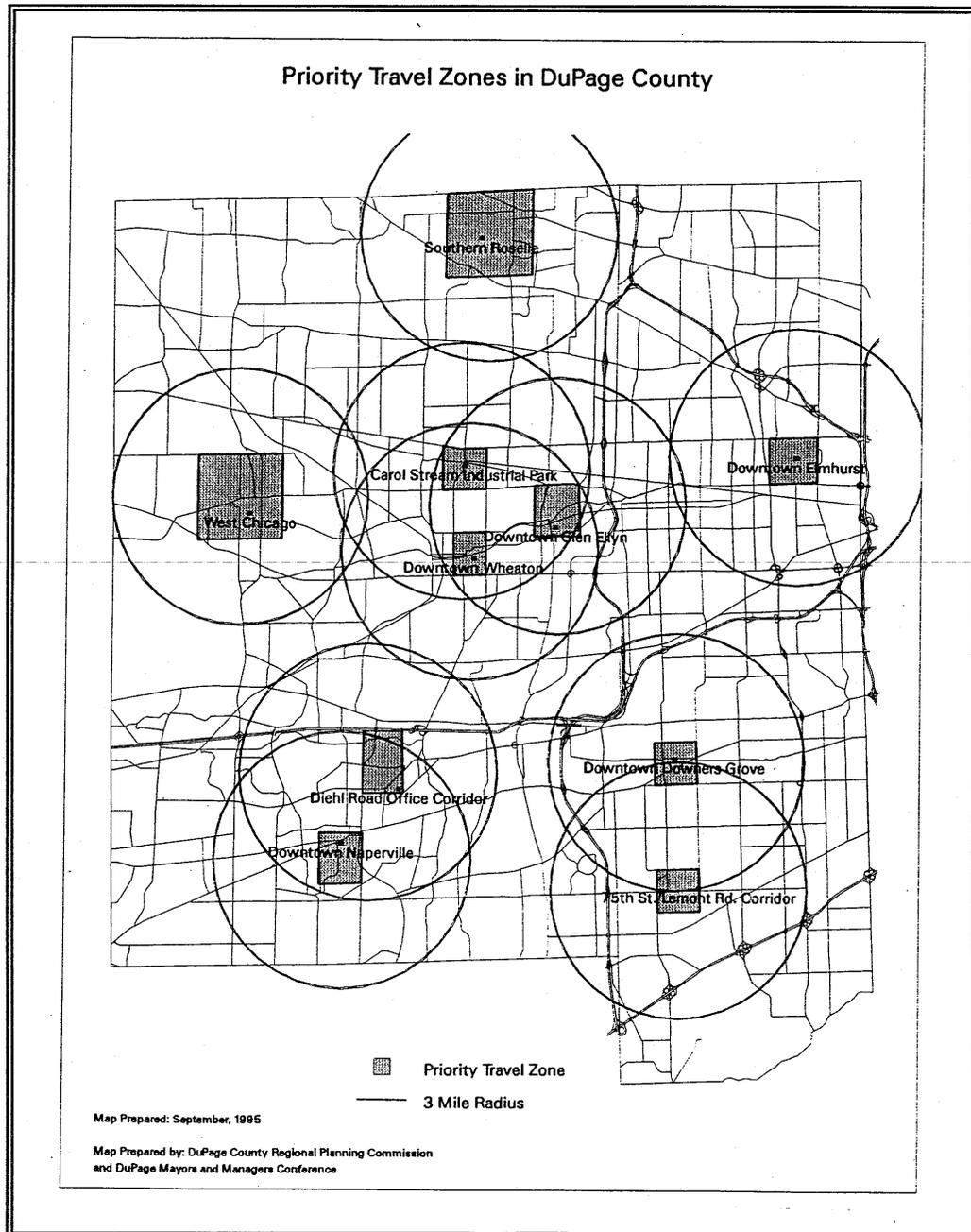
The purpose was not to identify specific sites where bikeways might be needed, or to suggest that specific improvements should be made on specific routes. The intent was to examine a set of representative routes in order to identify and document typical impediments to bicycling in the subregions and the region which could be addressed by local or regional policies. The information, however, may also be useful in prioritizing or selecting projects at the local level. One subregion, for example, intends to use the location of a project in a priority travel zone as an advantage in evaluation of bicycle projects.

• *Regional Problem Summary on PTZ Sample Bicycle Routes* The primary recommendation of the PTZ study was on bicycle conditions on arterials and collectors. For many trips within the region, bicycle use of the arterial system is unavoidable. Bicycle trips in the PTZ study required use of arterials for about half the distance of the trips represented in the project sample. Problems on these arterial/collector routes caused over 60% of all the bicycle trips sampled to be unsuitable for a typical cyclist. High traffic stress scores, based on perceived curb lane traffic volume, width, and speed, indicated that the conditions bicyclists encounter on a typical bike trip are commonly difficult and often dangerous. Curb lane traffic volume and curb lane width were the most pervasive problems: of the unsuitable routes, 76.8% were unsuitable primarily due to traffic volume and 85.5% unsuitable primarily due to curb lane width. Speed was less commonly a problem, only on 36.3% of the unsuitable routes. The PTZ study recommends cost-effective policies for improving bicycle conditions on arterials and collectors.

The other significant findings of the PTZ study concerned the continuity and directness of the local bicycle network. The analysis of routes in the sample has shown that many parts of the region were designed to discourage through traffic. This has resulted in making many trips impossible or circuitous on local roads.

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Often it is not desirable to improve the contiguity and directness of the local road network for motorized traffic, but bicycles and pedestrians could benefit greatly if links were created. Again the PTZ study recommends cost-effective policies for improving the utility of the local bicycle network. More details of the PTZ study can be found in Appendix G.



□ BICYCLES ON TRANSIT

Bicycles on the region's public transit system are currently not permitted. There have been recent activities initiated by the Non-Motorized Issues Task Force and other groups to promote allowing bicycles on transit, especially during non-peak hours. The Task Force invited representatives from Metra, Pace, and CTA to a meeting to discuss the issues of bicycles on transit. The RTA said the issue was being studied but there was no formal commitment or funding. Responses from the operating agencies indicated that there was not enough information on the effects bicycles on transit would have on dwell times, risks and other issues.

The RTA volunteered to coordinate an effort with the Service Boards regarding the issue. The first step was the development of a "White Paper" on the benefits and costs associated with bikes on transit. The Bicycles on Transit paper was a review of information collected from similar systems around the country ("peer properties"; those that RTA uses regularly to compare and track our service boards with others). The report documented information such as how the systems for bicycles operates, the impact of bicycles on the maintenance schedule, the types and frequency of conflicts that occur between cyclists and other passengers, and other information.

The paper found that all of Metra's five commuter rail peer properties allow bicycles on commuter trains. All of the CTA's four peer heavy rail properties allow bicycles on trains. The CTA's peer bus properties do not allow bicycles on buses. Pace's suburban bus peers allow bicycles, with a variety in the ways the bicycles are accommodated. The paper concludes:

"Most of the agencies contacted indicated that bicycles on transit have marginal positive impact on ridership. Bicycles on transit is offered primarily as a customer convenience and service enhancement. Recreational destinations are the primary market niche. Weekends and off-peak periods are the most common allowable usage times. Bicycles on transit is also viewed as a way to increase the transit system's catchment area at the origin and destination ends of the trip. Transit trips are

captured well beyond the normal walk access and walk egress distances. These programs have also created "good will" and are a visible example of ways to reduce air pollution. Some agencies indicated that it promotes their expanded mission and philosophy of providing intermodal alternatives to auto travel."

The paper, "Bicycles on Transit: Peer Review Analysis" is included (without appendices) in Appendix H. The full report can be obtained by contacting the RTA at (312) 917-0700.

The operating agencies were invited to hear a summary of the results of the paper at a meeting of the Non-Motorized Issues Task Force. The current status at the time this report was written is as follows: Metra has deferred the issue to their Citizens Advisory Board, which may have a recommendation by March of 1996; the CTA has indicated that their current equipment is not compatible for carrying bikes; and Pace has indicated that they will continue to investigate legal and safety issues. Pace has also requested the non-motorized facility inventory information from NIPC reportedly to begin further investigations into the bicycles on transit issue.

At the local level, the Village of Schaumburg has unanimously adopted a resolution endorsing bicycles on transit. Schaumburg, along with the Village of Rolling Meadows, the Northwest Municipal Conference, the South Suburban Mayors and Managers Association, the DuPage Mayors and Managers Conference, and the DuPage County Board, have expressed support for the concept and continue to pursue the issue.

□ FUNDING NON-MOTORIZED FACILITIES IN NORTHEASTERN ILLINOIS

As stated earlier in this report, the recent increase in funding for non-motorized facilities is largely attributable to the requirements of the Intermodal Surface Transportation Efficiency Act. However, other federal, state, county and local programs have contributed sizeable amounts of non-motorized funding. NIPC researched various non-motorized funding sources and compiled a summary of expenditures for each source, which is described below.

- *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)* Funding of bicycle and pedestrian projects in northeastern Illinois has increased significantly with the advent of ISTEA. In fact, since 1993, a total of almost \$88 million has been programmed to fund non-motorized projects in northeastern Illinois alone. Over \$66 million of projects ranging from off-street bicycle paths to sidewalk replacements to bicycle racks have been funded by two major sources under ISTEA, the *Transportation Enhancements Program* and the *Congestion Mitigation and Air Quality (CMAQ) Program*.

Other funding sources for non-motorized facilities under ISTEA include the *National Highway System (NHS) Funds, Surface Transportation Program (STP) Funds, Section 402 Funding, and Federal Transit Funding*. Appendix I, "Total Costs of Bicycle and Pedestrian Projects in Northeastern Illinois," compares expenditures for each program.

The Federal share of the costs of projects under the *Transportation Enhancements, CMAQ, NHS and STP* programs is 80 percent with a 20 percent State or local match. Section 402 funds, which are primarily for bicycle and pedestrian safety along highways, are 100 percent federally funded. Federal Transit Administration funds, which allow for non-motorized access to transit and amenities at stations, are 90 percent federally funded with a 10 percent local match.

- *State of Illinois Administered Programs*

The Illinois Department of Natural Resources (IDNR)¹ administers three major grant programs to fund non-motorized facilities. The *Illinois Bicycle Path Program* provides local governments with 50% funding assistance to acquire, construct and rehabilitate bicycle paths. The state-financed *Open Space Lands Acquisition and Development Program (OSLAD)* and the federally-financed *Land and Water Conservation Fund (LAWCON)* provide 50% funding assistance to local government agencies for acquisition and/or development of land for public parks and open space, including acquisition of land for bicycle trails. These three grant programs have contributed over \$6.5 million since 1993 to fund both recreational and/or utilitarian bicycle paths.

- *County and Local Programs* In addition to financing the local match that is required for federal and state-funded projects, many local governments take an active role in developing the non-motorized network. Zoning ordinances, subdivision regulations, and site plan reviews are mechanisms that have been used by local governments to ensure the continued development of bicycle and pedestrian facilities. According to a 1994 NIPC survey of transportation control measures completed or programmed in northeastern Illinois, 65% of responding communities require that developers construct or contribute funds towards sidewalks or trails, and 22% require that developers construct or contribute funds towards bicycle facilities.

Many communities have also found the Motor Fuel Tax to be an effective mechanism for financing non-motorized projects.

¹ Prior to July 1, 1995, this department was known as the Illinois Department of Conservation

• *Non-Motorized Funding Survey: Funding Priority and Record Keeping of Non-Motorized Projects* Surveys were conducted in 1995 of subregional transportation planners and county and state transportation agencies to determine the status on their practices relating to non-motorized funding policies, priorities and record keeping.

In brief, it is not standard practice for IDOT-District One, subregions, or county transportation agencies to keep track of the construction of non-motorized facilities. It is possible that municipalities keep records without necessarily reporting them to subregions. Many of the non-motorized projects constructed are with the 50/50 cost split between the municipality and IDOT, and IDOT has indicated that they do not keep record of the projects. It appears that a lack of consistent record keeping has made it very difficult to estimate local expenditures for non-motorized facilities.

In evaluating highway projects for state or federal transportation funding, most sub-regional councils have a written policy for evaluating potential highway projects that include non-motorized components. Most of these policies are manifested in the STP evaluation forms, where projects are given "points" for TCM components. It appears that the points add priority to those projects. It was also indicated that some subregions set aside a percentage of funding for TCM projects. Some counties in northeastern Illinois also have a written policy to provide for pedestrian facilities along their right-of-way.

More details regarding the surveys and responses can be found in Appendix J.

CONCLUSION

The information described in this report has been gathered to assist in the development of the bicycle and pedestrian component of the 2020 Regional Transportation Plan. The Non-Motorized Issues Task Force is continuing efforts to develop the component by producing a regional non-motorized needs assessment, and regional bicycle and pedestrian policies. It is anticipated that a similar report will be prepared in the future describing these current work efforts. Subregional councils are also completing their bicycle and pedestrian planning processes. A status report on non-motorized planning efforts is included in Appendix K.

There has also been discussion about developing a Regional Bicycle and Pedestrian Plan, which would include regional and subregional policies and projects. The Plan would incorporate the efforts of the Non-Motorized Issues Task Force, and may go a step further by attempting to identify a network of non-motorized facilities. A decision on this type of effort has not yet been made.

APPENDICES

- Appendix A:** Excerpt from
"BICYCLE AND PEDESTRIAN PLANNING EXPOSITION: SUMMARY REPORT"
APRIL 1995
- Appendix B:** TABLE ONE - Means Used to go to Work in the Northeastern Illinois
Six County Region, 1980 and 1990
- TABLE TWO - Selected Means to go to Work in 1990 by Residents of
Chicago and Suburban Northeastern Illinois Counties
- TABLE THREE - Means Used to Go to Work by Residents of the Six Counties
in Northeastern Illinois, 1990
- Appendix C:** Excerpt from
"NON-MOTORIZED ACCESS TO TRANSIT: PRELIMINARY REGIONAL RESULTS"
Compiled by Joe Moriarty, Regional Transportation Authority
- Appendix D:** 1994-1995 COUNCIL OF MAYORS TRAIL SURVEYS
DRAFT ANALYSIS OF 1994 SURVEYS
Compiled by Mike Erickson
Illinois Department of Transportation, Division of Public Transportation
- Appendix E:** ONE-MILE BUFFER AND LAND USE CATEGORIES
- Appendix F:** PRIORITY TRAVEL ZONE (PTZ) ORIGINS AND DESTINATIONS
- Appendix G:** PRIORITY TRAVEL ZONE (PTZ) ANALYSIS, REGIONAL NEEDS ASSESSMENT
(Draft 1/9/96)
- Appendix H:** EXCERPT FROM
"BICYCLES ON TRANSIT: PEER REVIEW ANALYSIS", August 1995
- Appendix I:** TOTAL COSTS OF BICYCLE AND PEDESTRIAN PROJECTS
IN NORTHEASTERN ILLINOIS
- Appendix J:** SURVEY OF NON-MOTORIZED FACILITY FUNDING
- Appendix K:** NON-MOTORIZED PLAN DEVELOPMENT STATUS REPORT, February 1996

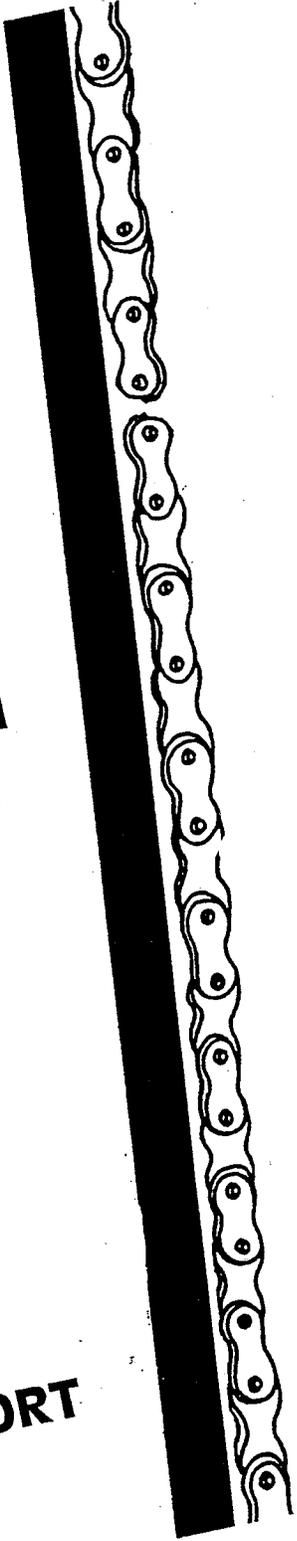
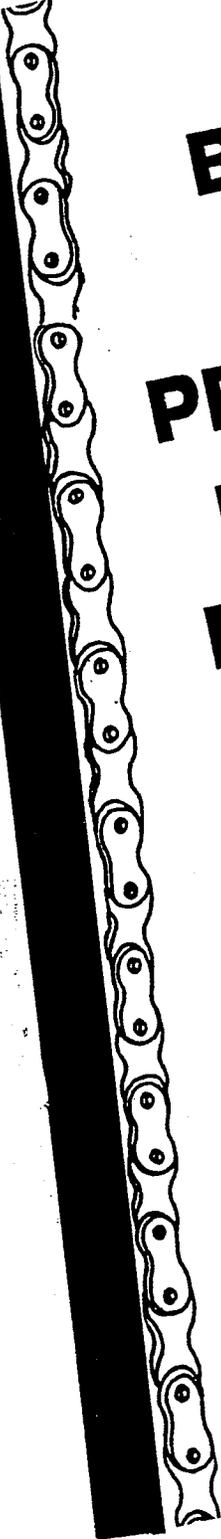


"Bicycle and Pedestrian
Planning Exposition:
Summary Report"
(excerpt)

April 1995

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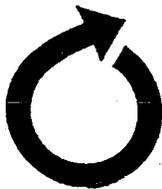
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BICYCLE AND PEDESTRIAN PLANNING EXPOSITION

APRIL 1995

SUMMARY REPORT



northeastern illinois planning commission
222 South Riverside Plaza • Suite 1800 • Chicago, Illinois 60606



BICYCLE AND PEDESTRIAN PLANNING EXPOSITION

APRIL 1995

**A One-Day Planning Exposition to Solicit Public Participation in the
Regional Bicycle and Pedestrian Planning Process**

SUMMARY REPORT

Project Manager: Lori Heringa

Contributors to the Exposition:

*Brookfield Zoo
Chicago Area Transportation Study
Chicagoland Bicycle Federation
City of Chicago Department of Transportation
Cook County Forest Preserve District
Council of Mayors Planning Liaisons
DuPage County Regional Planning Commission
Northeastern Illinois Planning Commission
Illinois Department of Transportation
Regional Transportation Authority*

NORTHEASTERN ILLINOIS PLANNING COMMISSION
222 South Riverside Plaza, Chicago, Illinois 60606

This report was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration and the Illinois Department of Transportation. The contents of this report reflect the views of the author who is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Illinois Department of Transportation or the U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

BICYCLE & PEDESTRIAN PLANNING EXPOSITION

APRIL 1, 1995

SUMMARY REPORT

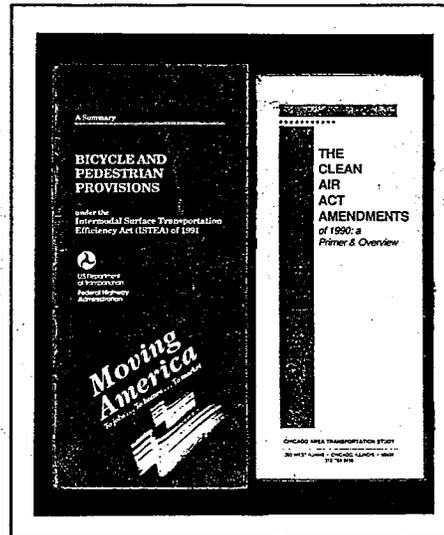
The Bicycle and Pedestrian Planning Exposition was a region-wide event held on April 1, 1995 to publicly display and generate discussion on the work that has been done to date in developing the Bicycle and Pedestrian Component of the 2020 Regional Transportation Plan. Organized by the Northeastern Illinois Planning Commission and the Chicagoland Bicycle Federation, the exposition was a collective effort by transportation planners and bicycle and pedestrian advocates in the region to get public input on the process and products accomplished thus far.

Exhibits at the event were prepared and staffed by the Chicago Area Transportation Study and the transportation planners for the eleven Subregional Councils, the City of Chicago Department of Transportation, the Regional Transportation Authority, the Illinois Department of Transportation, the Northeastern Illinois Planning Commission and the Chicagoland Bicycle Federation.

Bicycle and Pedestrian Plan Component The Backdrop for Its Development

This exposition was held during the mid-point of a process which is for bicycle and pedestrian planners and advocates an exciting and long overdue occurrence. The incorporation of a bicycle and pedestrian component in the region's long range transportation plan is now required by federal law.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 not only requires a bicycle and pedestrian component but provides new funding sources for planning and building facilities and roadway accommodations. This law in combination with the Clean Air Act Amendments of 1990 has generated much activity in and given greater legitimacy to bicycling and walking as alternative modes of transportation. It is intended that these alternative modes will supplant a portion of the single occupant vehicle travel which accounts for a large percentage of the air quality problems in our region. Achieving this will entail good planning, practical methods to select and build good facilities and accommodations, and effective communication and promotion. Developing the Bicycle and Pedestrian Component is the starting point.



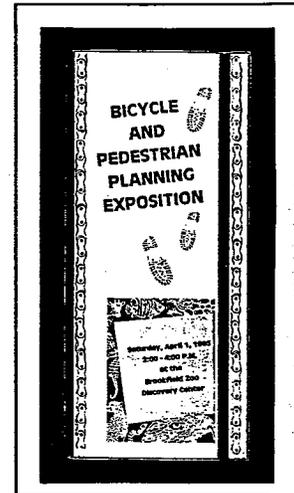
The Northeastern Illinois Planning Commission is managing the development of the Bicycle and Pedestrian Component in a multi-agency process to: inventory existing and proposed facilities; develop goals, objectives and policies; create a method to prioritize and select projects to include in the regional plan as well as guide future funding decisions. The work plan and process for this project is included in Appendix D, the section on the Bicycle and Pedestrian Component.

Promoting the Bicycle and Pedestrian Exposition

To reach as many citizens, agencies and organizations as possible, the invitation to the event (Appendix A) was distributed widely. The mailing list included the 2500 members of the Chicagoland Bicycle Federation, the Mayors, Managers, and Planning Directors of northeastern Illinois municipalities, Directors of Park and Forest Preserve Districts, NIPC's Recreation and Open Space Technical Advisory Committee, NIPC's Land

Use and Transportation Task Force, the Non-Motorized Issues Task Force, and agencies involved in transportation planning for the region.

In addition, the invitations were distributed by the Chicagoland Bicycle Federation at the Midwest Bicycle Show and supplied in bulk to bicycle dealers in the region. Subregional Council's transportation planners (Planning Liaisons) were provided copies to distribute at their meetings with municipal representatives, and NIPC's Local Service Officers were supplied with copies to distribute at meetings in their respective subregions.



The event was publicized in *Chicago Magazine*, the *Chicago Sun Times*, and two monthly newsletters of the Chicagoland Bicycle Federation.

Exposition Format and Content

The exposition featured over a dozen individual exhibits with agency and volunteer staff present to discuss and encourage input on the material displayed. Exhibit descriptions and staff contacts were included in the notebook (Appendix B) registrants received while signing in. Exhibits included:

- The Regional Transportation Plan Process*
- The Bicycle and Pedestrian Component*
- Goals and Objectives (draft)*
- Regional Geographic Information System (GIS) Map of the Bicycle Facilities Inventory (draft)*
- Subregional GIS Maps of the Inventory (draft)*
- Sample Bicycle Trip Inventory (Priority Travel Zone Analysis)*
- Bicycles, Pedestrians and Transit*
- Facts and Statistics on Non-Motorized Travel in the Region*
- Funding Sources*
- Acronym Translation Zone*

Copies of exhibit displays, handouts, and questionnaires are included in Appendix C.

Summary of the Exposition Day

The exposition had a very good turnout, especially considering that the day was warm and sunny and the event took place indoors. One hundred people signed in (see Appendix D). Adjusting for those bypassing the sign-in sheet, and those signing in singly for a group or family, and exhibit staff and volunteers who did not sign in, it is estimated that the attendance approached 150. Fifty percent of those who signed in are members of the



Chicagoland Bicycle Federation. The crowd included representation from at least 10 bicycle clubs in the region; several advocacy and non-profit groups such as Scenic Illinois and the Center for Neighborhood Technology, several planning consultants, county, municipal and park district planners, and Windy City Sports Magazine. Approximately 70% of those who signed in were not affiliated with a governmental unit, assuming that those not listing any affiliation were non-government. This could be considered an indication of the success of the exposition in attracting citizens and the general public in order to communicate the process and status of the Bicycle and Pedestrian Component.

Public Input and Participation

There were numerous opportunities for participation and input on the process and draft products presented at the exposition, as well as on the event itself. Comments were solicited on draft Goals and Objectives using a form that included a comments column. It was four pages long, so instructions were provided for forwarding it to NIPC. Comments on the goals and objectives will be added to this report as they are received.

The newly produced GIS maps of the subregional facilities inventory generated much interest. People were asked to fill out Project Suggestion forms if they had facilities or accommodations to recommend. There were ten responses, and forwarding information was given so we may receive more. The forms included recommendations to:

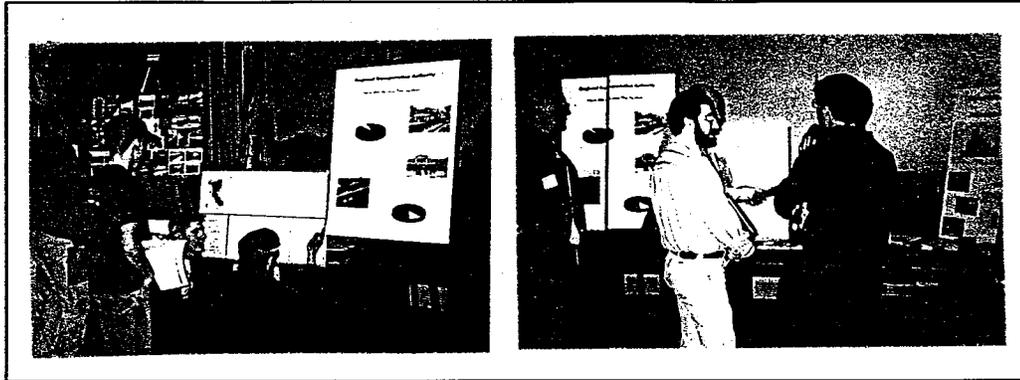
Provide Bicycle Parking at Specified Locations
Link Certain Subdivisions
Widen an Outside Lane
Extend Certain Trails
Connect Two Trails
Fix a Rail Crossing Problem
Allow Bikes on Trains

Copies of the forms with specific recommendations and locations are included in Appendix E, the section on Bicycle Facilities Inventory.

Another popular exhibit was the Sample Bicycle Trip Inventory (Priority Travel Zone Analysis). This exhibit described the method of assessing bicycle facility conditions and needs in priority travel zones (areas with high numbers of short solo auto trips). Examples were displayed and people were asked to fill out a survey form to describe a bicycle trip from their home and assess the conditions and the improvements needed to improve the route for bicycling. A full report on priority travel zone analysis will be an element of the Bicycle and Pedestrian Component and will be completed in the near future.



Other exhibits generating a lot of interest included the RTA displays on modes of access to transit and the "Did You Know" exhibit which featured current facts and statistics on data on bicycle and pedestrian travel in the region.



As people were leaving the Bicycle and Pedestrian Planning Exposition they were asked to fill out a questionnaire. Thirty nine questionnaires were completed and are included in Appendix E along with lists and tabulation of the responses.

Two questions asked about respondents' personal bicycling habits and two asked for reactions to the day's event. The following is a nutshell analysis of the 36 responses to the questions about personal bicycling habits.

33% expect to ride all year round

89% expect to ride more than 1/2 the year

No respondents expect to ride less than 5 months of the year

44% expect to make at least 1/2 of all their trips under 5 miles by bicycle

14% expect to make 3/4 of all their trips under 5 miles by bicycle

In answer to the question "What part of today's exposition did you find to be the most interesting", 17 of the 39 respondents (46%) said the information provided on the maps were the most interesting, most referring to the GIS Bicycle Facilities Inventory maps. The exhibits on the Priority Travel Zones; Funding Sources; Bicycles, Pedestrians and Transit; and "Did You Know?" were each cited by three or more respondents as the most interesting exhibit. The opportunity to give input, and discuss plans with the agencies involved and learn about the process were frequently mentioned.

There were only ten responses to the question regarding what was the least

interesting or unclear. Three expressed the need for more detail on the inventory maps such as municipal limits, more streets and landmarks. Three comments related to expectations about the exposition's format: why there was no keynote-type speaker, the expectation of a formal question and answer type meeting, and surprise that agencies other than CBF would be there. The other answers were questions including what CBF's role is in trail development, how Illinois bicycle planning compares with neighboring states, who is doing what next, and why there was lack of participation by Lake County.

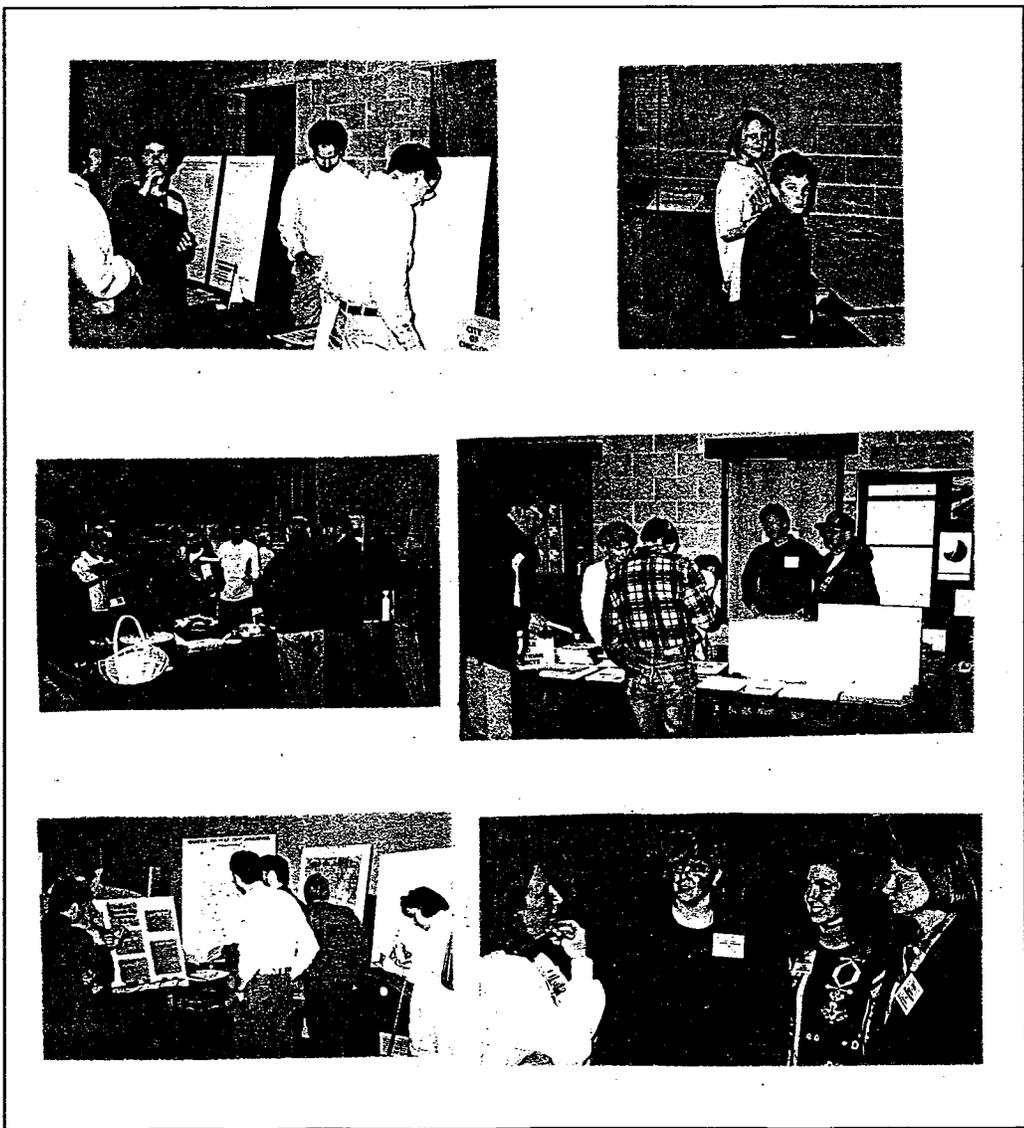


Table One
Means Used to go to Work
in the Northeastern Illinois
Six County Region

Table Two
Selected Means to go Work
in 1990

Table Three
Means Used to go to Work
by Residents of the Six Counties
in Northeastern Illinois

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Table 1
Means Used to Go to Work in the Northeastern Illinois Six County Region, 1980 and 1990

	Number of Workers		Percent of Workers	
	in 1990	in 1980	in 1990	in 1980
<u>Means of Transportation</u>				
<u>Car, Truck, or Van:</u>				
Drive Alone	2,306,659	1,821,427	66.15%	57.59%
Carpool	416,882	528,091	11.96%	16.70%
<u>Public Transportation:</u>				
Bus or Streetcar	257,735	301,833	7.39%	9.54%
Subway/Elevated Railroad	117,511	117,086	3.37%	3.70%
Railroad	129,620	142,754	3.72%	4.51%
<u>Other Means:</u>				
Bicycle	7,577	6,939	0.22%	0.22%
Motorcycle	1,719	1,994	0.05%	0.06%
Taxicab	10,201	6,813	0.29%	0.22%
Walk	144,339	182,766	4.14%	5.78%
Other	20,530	14,890	0.59%	0.47%
<u>Work at Home</u>	73,987	38,017	2.12%	1.20%
Total Workers	3,486,760	3,162,610	100.00%	100.00%

Source: U.S. Census Bureau, 1990 Census. Prepared by the Northeastern Illinois Planning Commission.

**Table 2
Selected Means Used to Go to Work in 1990 by Residents Of Chicago and Suburban Northeastern Illinois Counties**

Mode	Chicago		Suburban Cook		DuPage		Kane		Lake		McHenry		Will	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Bicycle	3,307	0.3%	2,616	0.2%	646	0.2%	335	0.2%	431	0.2%	105	0.1%	137	0.1%
Walk	76,041	6.4%	34,459	2.9%	9,085	2.1%	3,502	2.2%	16,298	6.0%	1,980	2.1%	2,974	1.7%

Source: U.S. Census Bureau, 1990 Census of Population and Housing. Prepared by the Northeastern Illinois Planning Commission.

Table 3

Means Used to Go to Work by Residents of the Six Counties in Northeastern Illinois, 1990

Means of Transportation	Chicago		Suburban Cook		DuPage		Kane		Lake		McHenry		Will	
	Number Using:	Percent Using:												
Car, Truck, or Van:														
Drive Alone	721,983	61.1%	1,012,002	85.2%	373,012	87.7%	144,504	91.8%	231,352	85.6%	84,677	90.2%	156,006	91.6%
Carpool	546,955	46.3%	885,494	74.5%	337,108	79.3%	124,682	79.2%	200,994	74.4%	74,738	79.6%	136,684	80.3%
	175,028	14.8%	126,508	10.6%	35,904	8.4%	19,822	12.6%	30,358	11.2%	9,939	10.6%	19,322	11.3%
Public Transportation:														
Bus	342,737	29.0%	107,623	9.1%	29,302	6.9%	4,288	2.7%	11,160	4.1%	3,301	3.5%	6,455	3.8%
Railroad	228,222	19.3%	20,830	1.8%	991	0.2%	1,394	0.9%	1,395	0.5%	394	0.4%	1,105	0.6%
Streetcar/Trolley	17,759	1.5%	63,597	5.4%	27,772	6.5%	2,867	1.8%	9,572	3.5%	2,865	3.1%	5,188	3.0%
Subway/Elevated	2,932	0.2%	390	0.0%	22	0.0%	0	0.0%	26	0.0%	0	0.0%	34	0.0%
	93,824	7.9%	22,806	1.9%	517	0.1%	27	0.0%	167	0.1%	42	0.0%	128	0.1%
Other Means:														
Bicycle	96,968	8.2%	44,723	3.8%	11,896	2.8%	4,833	3.1%	19,303	7.1%	2,555	2.7%	4,088	2.4%
Ferryboat	3,307	0.3%	2,616	0.2%	646	0.2%	335	0.2%	481	0.2%	105	0.1%	137	0.1%
Motorcycle	33	0.0%	59	0.0%	0	0.0%	9	0.0%	9	0.0%	6	0.0%	13	0.0%
Taxicab	593	0.1%	657	0.1%	112	0.0%	55	0.0%	146	0.1%	60	0.1%	96	0.1%
Walk	8,289	0.7%	1,206	0.1%	248	0.1%	114	0.1%	292	0.1%	26	0.0%	26	0.0%
Other	76,041	6.4%	34,459	2.9%	9,085	2.1%	3,502	2.2%	16,298	6.0%	1,980	2.1%	2,974	1.7%
	8,705	0.7%	5,726	0.5%	1,805	0.4%	818	0.5%	2,127	0.8%	378	0.4%	842	0.5%
Work at Home	19,989	1.7%	23,599	2.0%	11,074	2.6%	3,857	2.4%	8,429	3.1%	3,343	3.6%	3,696	2.2%
Total Workers	1,181,677	100.0%	1,187,947	100.0%	425,284	100.0%	157,482	100.0%	270,244	100.0%	93,876	100.0%	170,245	100.0%

Source: U.S. Census Bureau, 1990 Census of Population And Housing, Summary Tape File 3A. Prepared by the Northeastern Illinois Planning Commission.



"Non-Motorized Access
to Transit:
Preliminary Regional Results"
(excerpt)

Compiled by
Joe Moriarty
Regional Transportation Authority

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Non-Motorized Access to Transit: Preliminary Regional Results

The RTA has been investigating walk and bicycle access trips to transit as a specific market segment. As part of this ongoing research effort, the RTA has been conducting a Non-Motorized Access to Transit Study. A major task of this study was the administration of an intercept survey in June 1995 at CTA rapid transit stations and Metra commuter rail stations.

The 1995 Metra Mode of Access Survey, the CATS Household Travel Survey, and the 1994 Northwest Corridor Passenger Travel Survey were also investigated as complementary data sources. The reader should be cautioned not to make direct comparisons between these different sources of data. Each survey effort had a unique objective and methodology regarding sampling and weighting.

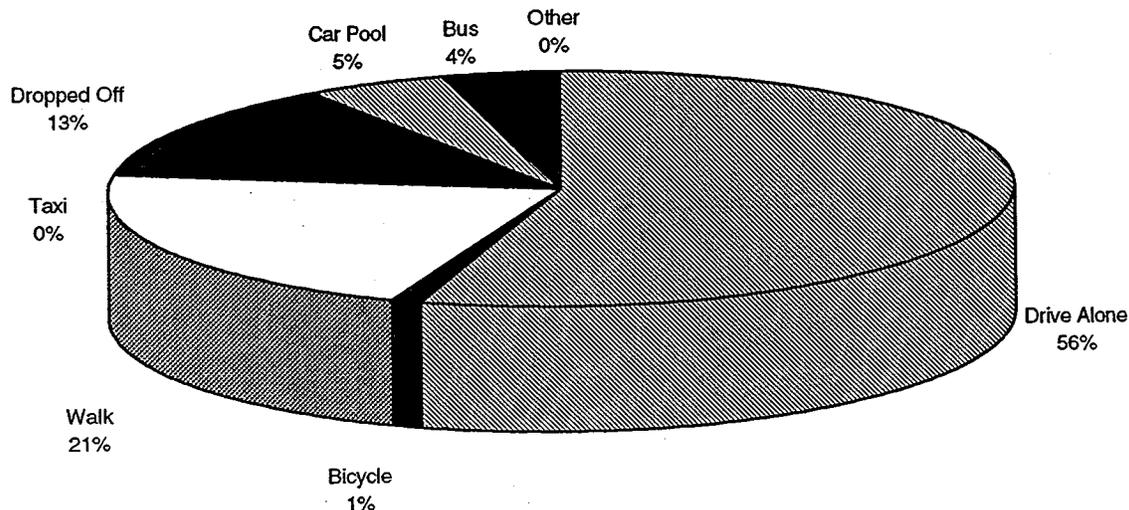
However, these independent sources of data are helpful as a way to perform an order of magnitude "reality check" on the survey data that was collected for the Non-Motorized Access to Transit Study. Another objective of this exercise is to provide the Non-Motorized Issues Task Force with summary information on the "state" of non-motorized travel behavior in the region.

1.0 1994/95 Metra Mode of Access Survey

1.1 Mode of Access

During the Spring of 1994, Metra conducted a Mode of Access Survey of 94 stations, representing 21,569 respondents. Below is a chart summarizing the aggregate results of this survey.

Exhibit 1: Access to Metra by Mode: AM Peak Commuters: All Stations



Source: 1995 Metra Mode of Access Survey

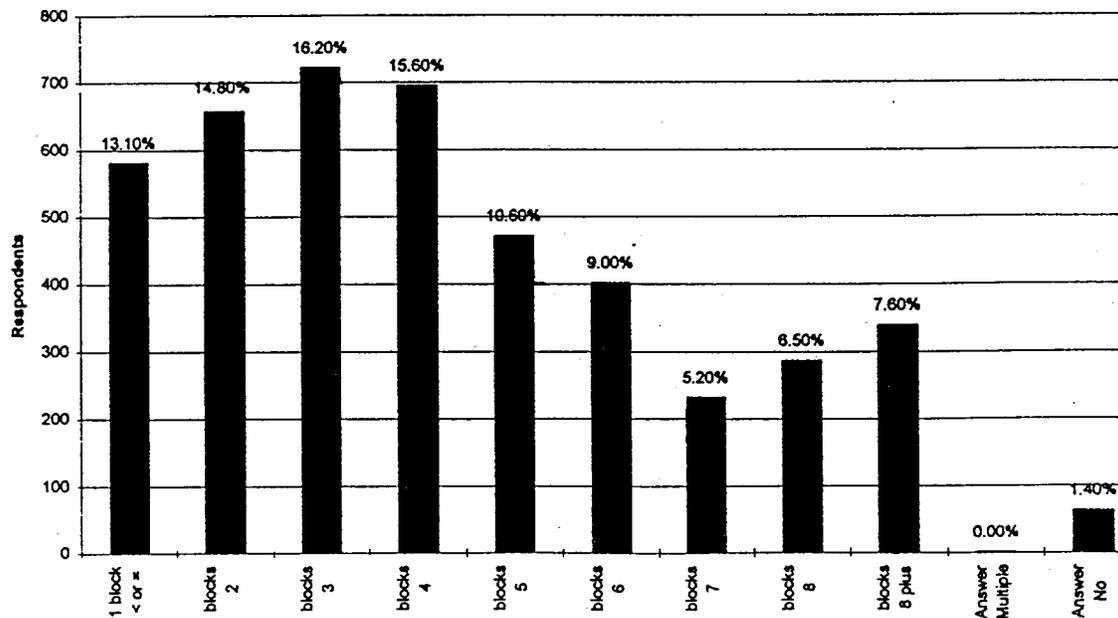
Drive Alone represents the most popular mode of access. Approximately 56% of survey respondents drive alone to the Metra station. Walk represents the second largest mode of access market segment at nearly 21%, bicycle access is just under 1%. Mode of access varies depending on individual station. Table A1 in Appendix A contains a table of access modes by surveyed Metra stations.

1.2 Distance Walked to Metra Station

One of the questions of the survey asked, "How many blocks did you walk to the Metra station this morning?" The following chart summarizes the number of blocks walked to the Metra station for those survey respondents that indicated that they walked to the Metra station (4449 survey respondents met this criteria).

It should be noted that it was possible for a respondent to answer this question and not exclusively "walk" to the station. (For example a respondent could drive alone to a remote parking lot and "walk" a number of blocks to the station.) The RTA is particularly interested in the "pure walkers", i.e., those respondents that exclusively access stations by walking. The results below reflect a screen for pure walk access to transit. The number of blocks walked varies depending on individual stations. Table A2 in Appendix A contains a table of blocks walked by surveyed Metra stations.

Exhibit 2: Blocks Walked to Metra Station: All Stations



Source: 1995 Metra Mode of Access Survey

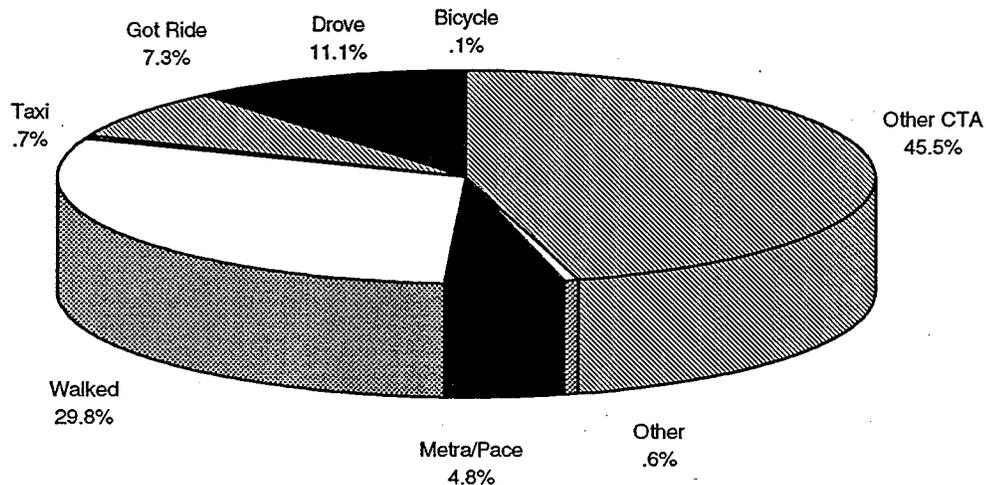
From the above chart, nearly 80% of the survey respondents (who met the pure walk criteria) access the station within 6 blocks. The majority of respondents (over 60%) access the station within 4 blocks. After 6 blocks, walk access begins to "tail-off".

2.0 CTA Passenger Travel Survey: Northwest Corridor

In the Spring of 1994 the RTA conducted a Passenger Survey of the Northwest Corridor. The survey included the Blue Line rapid transit service between the O'Hare terminal station and Chicago Avenue, and 29 bus routes in the corridor. Data collection occurred between April 7 and May 25, 1994. On the Blue Line, 9,744 surveys were distributed, yielding 7,361 usable returns. Surveys were conducted during the AM peak and midday periods.

One question on the rapid rail survey form asked, "How did you get to this train?" Below is a chart that summarizes the total results of this question for the AM peak period. The reader must be cautioned that access mode varies according to individual stations.

Exhibit 3: Access to CTA Blue Line: AM Peak Period: Total Results



Source: CTA Passenger Travel Survey: Spring 1994. As reported in: Rail Survey (A.M. Only) Table 9, Page 11, October 1, 1994 Survey Results.

The results above include respondents that were surveyed boarding or alighting from the Blue Line. Boarding stations include CBD stations and other stations that allow transfers to the Blue Line. Bus transfers to the Blue Line are also included. This helps explain the large share for "Other CTA Services".

However, nearly 30% of survey respondents who used the Blue Line in the AM Peak indicated that they walked to get to the train. Walk to the Blue Line is the second

largest access mode market segment. Walk access to transit is probably higher due to the fact that many respondents access the Blue Line via connecting CTA rail service or CTA feeder bus service in which the "access trip" started as a walk to rail or the bus. It is interesting to note that bicycle access accounts for less the 1% of Blue Line riders.

3.0 Chicago Area Transportation Study: Household Travel Survey

Another data source the RTA has been examining is the CATS 1990 Household Travel Survey (HHTS).

3.1 CATS Household Travel Survey: Trips by County/Catchment Area and Mode

Exhibit 4 summarizes all trip purposes in the CATS Household Travel Survey by County/Catchment Area and Mode. The reader must be cautioned that these trips are reported by household location not necessarily where the trips are actually occurring. Auto trips represent the largest trip making market.

Exhibit 4: CATS Household Travel Survey: Trips by County/Catchment Area and Mode
(All Destination Purposes)

	OTHER	WALK	DRIVER AUTO	PASS. AUTO	SCHOOL BUS	PACE BUS	METRA	CTA BUS	CTA RAIL	TAXI	TOTAL TRIPS
SUB COOK	58914	620287	5104526	880054	70945	69365	169004	58564	70786	21861	7124306
DUPAGE	16869	154712	1965764	276912	33595	8871	70347	8369	1686	4728	2541851
KANE	8479	39304	726948	125273	10731	5704	6195	796	99	730	924259
KENDALL	725	3015	98712	13338	1528	22	555	29	0	42	117968
LAKE	9649	63035	1207740	172488	18469	8715	23388	2400	790	2918	1509593
MCHENRY	4823	16893	455919	73934	8257	1774	7784	766	29	795	570973
WILL	10277	41865	803962	120760	18969	6496	12740	1102	0	811	1016982
CHGO NON CBD	78228	1744230	3007604	693258	25302	45388	48658	1374118	495786	50644	7563214
CBD	2505	101518	52719	14782	0	800	1904	34010	6787	13030	228058
Total	190470	2784859	13423894	2370799	187796	147135	340572	1480155	575963	95558	21597201
% of Total	0.88%	12.89%	62.16%	10.98%	0.87%	0.68%	1.58%	6.85%	2.67%	0.44%	

Source: 1990 CATS Household Travel Survey, TRIPFILE.TXT

Auto driver trips, (which includes, van and truck drivers) constitute over 62% of all trips. Auto drivers combined with auto passengers (auto passenger includes van and truck passengers) represent approximately 73% of the trip making market.

Walk trips are the second largest trip market representing approximately 13% of all trips. In the aggregate transit, (Pace Bus, Metra, CTA Bus, and CTA Rail combined) represents 11.78% of the total trip making market.

It appears that the Household Travel Survey has overestimated transit ridership. For instance, Metra's average weekday ridership in 1991 was reported to be 256,846.¹

¹ Commuter Rail System: Station Boarding/Alighting Count: Summary Results-Fall 1991. Prepared by the Metra Office of Planning & Analysis, February 1992. Metra's weekday ridership in 1989 was 262,200 according to the following document, Commuter Rail System: Fall 1989 Station Passenger Count: Summary Results. Prepared by the Metra Office of Planning & Analysis, January 5, 1990.

However, the CATS Household Travel Survey indicates 340,572 trips on Metra Rail. A "difference" of over 30%.

The results for CTA Rail and CTA Bus in the Household Travel Survey also appear to overestimate passenger statistics published by the CTA. The Household Travel Survey indicates 1,480,154 trips on CTA Bus and 575,964 CTA Rail trips.

Average weekday daily ridership was reported as 1,333,073 for CTA Bus in 1990. Compared to the Household Travel Survey a difference of approximately 11%. CTA Rail average weekday ridership was reported in 1990 to be 493,730.² Compared to the HHTS a difference of approximately 16%.

3.2 Blocks Walked to Metra Station

A question on the CATS Household Travel Survey asked the number of blocks walked to transit (bus, rapid transit, or rail). On further analysis the RTA found that some respondents indicated that they walked to transit but used a mode other than walk on the preceding trip. See Table A3 in the appendix that illustrates this phenomenon.

Therefore, it was necessary to "screen" the HHTS regarding pure walk access to transit. The screen for pure walkers was accomplished by sorting those respondents that answered the number of blocks walked to transit and indicated that their previous trip record was walk. Exhibit 5 summarizes these results. Please note these trips are reported by the county (or containment area) where the household was located not necessarily where trips were actually occurring. According to the HHTS there are over 190,000 walk access trips to Metra.

Exhibit 5: Blocks Walked to Metra Station: Reported by County/Containment Area:
Survey Respondents Who Answered Number of Blocks Walked to Station
and Where Previous Trip Record was Walk and Trip was Metra Rail

	1 block	2 blocks	3 blocks	4 blocks	5 blocks	6 blocks	7 blocks	8 blocks	8 plus	Total
SUB COOK	8463.9	10472	15964	13313	10602	11436	3933.5	10698	12902	97784.4
DUPAGE	3744.5	4912.1	4600	3989	3540	3896.9	1804.7	4569.3	6496.8	37553.3
KANE	840.02	230.98	232.9	438.22	409.3	45.84	236.84	160.18	426.27	3020.55
KENDALL	0	44.84	19.17	0	28.91	40.03	0	21.92	16.01	170.88
LAKE	1190.1	1209.6	1781.7	1250.1	1802.5	1675.5	435	1086	1720.1	12150.6
MCHENRY	450.93	645.21	308.2	273.39	286.47	358.42	270.59	285.99	423.46	3302.66
WILL	1435.3	984.41	54.58	887.37	162.37	516.43	462.48	922.24	271.82	5897
CHGO NON-CBD	6892.4	7213.1	3632.9	3117.2	4669	720.26	1765.5	1709.1	3581.2	33300.66
CBD	300.06	400.08	300.06	100.02	0	0	0	0	203.95	1304.17
Total	23317.21	26112.32	26893.51	23368.3	21500.55	18689.38	8908.61	19452.73	26041.61	194284.2
% of Total	12.00%	13.44%	13.84%	12.03%	11.07%	9.62%	4.59%	10.01%	13.40%	
Cummulative %	12.00%	25.44%	39.28%	51.31%	62.38%	72.00%	76.58%	86.60%	100.00%	

Source: 1990 CATS Household Travel Survey, TRIPFILE.TXT

² As reported in CTA Operating Data, 12th Period Ending December 29, 1990, page 4.06.

3.3 Blocks Walked to CTA Station

A similar analysis was performed using the Household Travel Survey for CTA rapid transit. As above a screen was necessary to capture "pure walk access" to transit, i.e., those respondents that exclusively access stations by walking. Exhibit 6 summarizes the results for rapid transit. As above it appears that walk access to CTA rapid transit has been overestimated.

According to Section 3.0 above, the results from the Household Travel Survey indicates there are approximately 575,900 CTA Rail trips. According to Exhibit 6 below there are over 388,000 walk access trips to CTA.

Exhibit 6: Blocks Walked to CTA Station: Reported by County/Containment Area
 Survey Respondents Who Answered Number of Blocks Walked to Station
 and Where Previous Trip Record was Walk and Trip was CTA Rail

	1 block	2 blocks	3 blocks	4 blocks	5 blocks	6 blocks	7 blocks	8 blocks	8 plus	Total
SUB COOK	11333	13643	8576.2	4420.2	3415.9	2971.6	796.96	622.92	918.09	46697.87
DUPAGE	283.62	575.97	44.7	91.44	41.91	0	0	0	0	1037.64
KANE	12.7	0	73.59	0	0	0	0	0	0	86.29
LAKE	176.33	178.96	59.02	0	71.93	64.27	0	0	0	550.51
CHGO NON-CBD	94527	90723	63724	43324	23383	9689.5	2133	6297.2	226.58	334027.3
CBD	1626	1616	513.48	800.16	624.68	300.06	203.95	102.83	100.02	5887.18
Total	107958.7	106736.9	72990.99	48635.8	27537.42	13025.43	3133.91	7022.95	1244.69	388286.8
% of Total	27.80%	27.49%	18.80%	12.53%	7.09%	3.35%	0.81%	1.81%	0.32%	
Cummulative %	27.80%	55.29%	74.09%	86.62%	93.71%	97.06%	97.87%	99.68%	100.00%	

Source: 1990 CATS Household Travel Survey, TRIPFILE.TXT

However, the percentage results seem reasonable. Unlike commuter rail, walk access distance to rapid transit is shorter. Over half (55.29%) of the screened respondents walk within 2 blocks. According to the HHTS approximately 75% of rapid transit walk access occurs with 3 blocks. After 3 blocks walk access tails off.

4.0 Non-Motorized Access to Transit Survey Results

An intercept survey was conducted on inbound boarding platforms of randomly selected Metra and CTA train stations during the morning peak trip-to-work hours between May 31, and June 9, 1995. A stratified sample plan was utilized base on the type of transit station (Metra or CTA) and the land use and demographic characteristics around each station. Five land use/demographic types were used: Dense Urban, Urban, Dense Suburban, Suburban, and Other/Developing. The "universe" of stations to be sampled was limited to stations located more than 5 miles from downtown, measured from the intersection of State and Madison.³

³ See Non-Motorized Access to Transit: Task 2 Report - Survey Design, The Regional Transportation Authority, September 18, 1995.

4.1 Intercept Survey Mode of Access

Exhibit 7 summarizes mode of access by station type. In the aggregate auto access remains the primary access mode to Metra representing over 67% of the access market, walk is the second largest market segment at 24%. Bicycle access remains low at approximately 1%.

However, looking at individual station types, walk access is the predominant access mode for Dense Urban station types. For Urban stations, auto and walk access is evenly split (45.2% for auto and 44.6% for walk). Auto access is the predominate access mode choice for the remaining station types. Bicycle access to Metra stations ranges from 0% to 1.5% depending on station type.

For CTA stations, in the aggregate, the intercept survey revealed walk access as the dominant access mode representing 44% of the access market. Auto access is second at 24.9%, CTA bus access is a close third at 23.8%. Bicycle access to CTA stations is quite low at .5% of the market.

Individual CTA station types revealed different access mode characteristics. Over 60% of respondents accessing Dense Urban CTA stations walked. Bicycle access to Dense Urban CTA stations was slightly under 1%.

Urban CTA stations revealed an approximate three way split between walk (37.3%), CTA bus (27.7%), and auto (30.8%) access.

Dense Suburban CTA stations also reveal an even three way split if one combines CTA bus and Pace bus as one "access" category. For Dense Suburban CTA stations the intercept survey revealed the following access modes: auto 35%, walk 30%, and "combined bus" 33%, (CTA Bus 16.2% + Pace Bus 16.8%) as access modes.

4.2 Intercept Survey: Walk Access Distance

Exhibit 8 summarizes access distance in blocks by station type. Looking at the aggregate totals over 75% of the survey respondents access Metra stations within 6 blocks. The majority of respondents (over 56%) access the station within 4 blocks. Walk access to Metra stations declines after 6 blocks.

The weighted subtotal of the intercept survey revealed that 53.2% of survey respondents access a CTA stations within 3 blocks. Walk access to CTA stations "tails off" after 4 blocks.

The data from the intercept survey suggests that Metra "walk" survey respondents walk slightly farther than CTA survey respondents to access their respective stations.

5.0 Conclusion

The intent of this exercise was to perform a "reality check" on results that were collected for the Non-Motorized Access to Transit Study. On the whole the intercept survey results seem to be consistent to other regional data sources. Another objective was to help begin to define and focus on the various components of the non-motorized travel market.

1994 - 1995
Council of Mayors Trail Surveys
Draft Analysis of 1994 Surveys

Compiled by
Mike Erickson
Illinois Department of Transportation
Division of Public Transportation

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INFORMATION GENERATED FROM 1994 BICYCLE & PEDESTRIAN SURVEY

Ped Use of Trails Studied

<u>Trails</u>	<u>Location</u>	<u>Ped Use*</u>	<u>Ped %</u>	<u>Bike Use**</u>	<u>Total Use</u>
Fox River	Geneva	293	37.2%	494	787
Green Bay	Winnetka	49	22.2%	172	221
Prairie Path	I-294	145	40.4%	214	359
Total	3	487	35.6%	880	1367

Ped Percent of Work & Utilitarian Trips

<u>Mode</u>	<u>Recreation</u>	<u>Other</u>	<u>Work</u>	<u>Utilitarian</u>	<u>Util:Work Ratio</u>	<u>Comsis Ratio</u>
Ped	2	120	8	28	3.5:1	3.5:1
Bike	35	145	29	52	1.79:1	1.7:1
Total	37	265	37	80		
Ped %:	5.4%	45.3%	21.6%	35.0%		

% change increase in work trips when ped is included = 27.6%

% change increase in utilitarian trips when ped is included = 53.8%

Ped Percent of Trips Diverted from Automobiles

<u>Mode</u>	<u>Work Trips Diverted</u>	<u>Utilitarian Diverted</u>	<u>Total</u>
Ped	3	3	6
Bike	17	14	31
Total	20	17	37
Ped %	15.0%	17.6%	16.2%

*Used "Preliminary Trail Survey & Count Results" (7/18/94) for ped numbers.

**Used "Bikeinfo.wk3" numbers as interpreted from survey results by CATS.

Conclusions from the above tables:

Pedestrians made up 36% of the population of users counted on these trails in 1994.

Pedestrians accounted for 22% of the work trips and 35% of the utilitarian trips counted.

There is an approximately 20% increase in the amount of auto trips diverted when peds are included.

Both the CMAQ and TCM programs are expected to choose pedestrian and bicycle projects for construction in this region based on air quality benefits. Methodologies recently developed by Comsis will be used to estimate benefits of ped and bike projects.

Given the results tabled above, it is in the region's best interest to include an estimate of pedestrian use of trails or bikeways when conducting the Comsis bike methodology. This will ensure that the benefits resulting from pedestrian activity on bikeways and trails will be added to the general worth of providing these type of facilities.

Comsis created a separate pedestrian methodology that can be used to evaluate ped projects. It is in the region's best interest to provide for the needs of pedestrians, document pedestrian projects constructed in this region, and quantify the benefits of pedestrian facilities and promotions for CMAQ, TCM and other transportation programs.



One Mile Buffer
and
Land Use Categories

**A
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Land Use Categories

The following table was compiled from the NIPC 1995 Non-Motorized Facilities Inventory. An analysis of each facility, with buffer zones of one mile and 1/2 mile*, were conducted to determine the number of people and acres of 1990 land use that each facility serves. Populations served by non-motorized facilities were determined by intersecting the land use with 1990 census block information. Please note that population figures may be slightly low (.9%) due to rounding.

The NIPC 1990 Land Use Inventory, version 1.1, was used in this analysis. Following is a description of the land use categories.

ShopMall- Includes shopping malls & their associated parking facilities, characterized by having exclusive parking lots; multiple stores; whole facilities.

Urban Mix- In the City of Chicago, includes multiple retail and service businesses in structures with no more than three floors. Characterized by storefronts built to the sidewalk. Also includes multiple retail and service businesses in planned developments with no more than three floors. Characterized by buildings that are set to the alley-line of the lot with parking in front of the stores. In suburban areas, includes retail trade not in shopping malls as well as office/services not identified as office campus or single structure office or hotel.

Cult/Ent- Includes museums, planetaria, aquaria, zoos, historic sites; amphitheaters, drive-ins, stadiums, arenas, race tracks, exhibition halls; fairgrounds, amusement parks, miniature golf go-cart tracks; tennis courts (when not associated with larger facility), recreation centers (stand-alone centers not next to a field facility), swimming pools (stand-alone and only when not part of larger facility), yacht clubs, marinas/harbors. Does not include botanic gardens and arboretums, game preserves, golf driving ranges, golf courses, riding stables, skiing & tobogganing, play lots, playgrounds, and playfields and athletic fields, swimming beaches, camping or picnicking.

Med/Health- Includes medical and health care facilities, including hospitals, clinics, out-patient facilities, sanitariums, convalescent homes, and nursing homes.

Education- Includes nursery, primary, and secondary schools and college, university progression, vocational school campus including dormitories and the open area defining the campus.

Government- Includes executive, legislative, and judicial functions; protective functions (police, fire, civil defense) postal services and libraries. Also includes military facilities, armories, army training centers.

Religious- Includes religious group quarters (convents and monasteries) and facility buildings.

OtherKey- Includes other institutional facilities, such as YMCAs or shelters.

Campus- Office campus/research park: non-manufacturing, and characterized by large associated manicured landscape of at least 2.5 acres.

Single- Single structure office/hotel: characterized by its associated parking, but having little manicured landscape (less than 2.5 acres).

IndusPark- Characterized by a **mixture** of manufacturing, warehouses, and distribution centers.

Open/Water- Includes parks, arboretums, and botanical gardens; golf courses; other recreational uses, such as skiing & tobogganing runs; also includes abandoned right-of-way (usually railroad); also includes rivers, streams, canals, lakes, reservoirs, and lagoons.

*The 1/2 mile buffer analysis is not included in this report, but can be obtained by contacting NIPC, Planning Services Department, at (312) 454-0400.

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	UrbanMx	OutEnt	Med/Health	Education	Government	Religious	OtherKey	Campus	Single	Indus/Park	Open/Water	Eise	TotalAcres
MILE BUFFER																		
central	Hinsdale Bike Route	E	0.00	9794	0	56	0	0	69	0	7	0	0	0	0	525	1362	2019
central	I-55 Canal Trail	E	0.00	91	0	0	0	0	0	0	0	0	0	0	0	0	487	489
central	Fullersburg Trail	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	271	121	392
central	Gilbert Park	E	0.00	18432	14	115	0.36	0	128	0	34	0	0	0	0	488	1486	2283
central	Sports Core Trail	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	173	22	195
central	Summit Park Pathway	E	0.54	9671	0	93	0	0	28	0	0	0	0	0	224	187	1349	1882
central	McCollough Park Trail	E	0.00	1031	0	3	0	0	0	0	0	0	0	0	0	71	285	359
central	Salt Creek Trail	E	2.82	28821	0	100	199	3	108	0	22	0	0	4	29	1455	2521	4459
central	Burr Ridge Bike Route	E	0.00	39	0	0	0	0	0	0	0	0	0	0	0	0	18	18
central	CNG1	E	0.22	16120	14	82	0.22	25	118	0	16	0	0	0	0	230	1650	2135
central	Burr Ridge Bike Path	E	0.00	334	0	1	0	0	0	0	0	0	0	0	0	2	86	89
central	Arie Crown Forest Bicycle Trail	E	0.00	9291	47	202	0	0	16	0	0	0	0	7	723	2159	3156	
central	Arie Crown Bicycle Trail	E	2.24	25	47	186	0	0	0	0	2	0	0	0	0	765	2184	3209
central	CNG2	E	0.31	17818	14	170	0	41	122	0	16	0	0	0	62	189	1580	2184
central	Centennial Trail	U	0.00	615	0	0	0	0	0	0	0	0	0	0	0	73	669	742
TOTAL MILES OF EXISTING BIKEWAYS: CENTRAL																		
central	Stickney Route	P	0.86	21381	0	184	13	10	22	0	5	0	0	0	103	480	2082	2689
central	York Road Trail	P	0.00	709	0	0	0	0	0	0	0	0	0	0	0	336	141	477
central	Unknown	P	0.09	11495	0	80	0	0	25	0	0	0	7	0	108	472	1350	2043
central	Summit Park Pathway Extension	P	0.87	9499	0	92	0	0	219	0	0	0	24	0	204	204	1483	2047
central	Archer Ave. Lane	P	0.00	9606	0	68	0	0	23	0	0	0	0	0	389	215	1293	1994
central	Willowbrook Bike Path	P	0.00	121	0	0	0	0	0	0	0	0	0	0	0	6	41	47
central	Salt Creek Greenway Trail	P	0.00	301	0	0	0	0	0	0	0	0	0	0	0	539	86	627
central	Centennial Trail	P	6.89	31988	0	306	71	0	90	0	6	0	7	30	483	1270	5387	7660
central	Des Plaines River Trail Extension	P	0.34	7927	0	9	199	0	39	0	0	0	0	0	0	270	667	1184
central	Columbus Park Path	P	0.00	15639	0	40	0	0	13	0	0	0	0	0	0	633	0	690
central	LaGrange Park Pathway	P	10.93	41881	0	276	138	38	95	0	33	0	0	4	78	976	3214	4853
central	Salt Creek Extension	P	4.18	39856	0	332	199	0	116	0	28	0	7	1	112	1842	3381	8018
central	Riverside Bike Route	P	1.10	20657	0	206	199	0	66	0	0	0	0	0	0	664	1782	2923
central	McCollough Park Trail	P	0.00	687	0	2	0	0	0	0	0	0	0	0	0	70	270	342
TOTAL MILES OF PROPOSED BIKEWAYS: CENTRAL																		
TOTAL MILES OF E & P BIKEWAYS: CENTRAL																		
chicago	Indiana Connection	E	5.14	102083	12	346	23	3	90	1	35	0	0	16	0	667	4219	5412
chicago	Home Park Path	E	0.52	81758	36	373	3	37	89	11	17	0	4	6	0	190	1862	2637
chicago	Lakefront Path	E	14.68	423997	46	1078	160	481	481	136	12	0	0	487	0	2795	7649	13225
chicago	Milwaukee Ave. Access	E	0.87	36377	16	327	32	5	110	35	23	0	0	0	508	220	1680	2940
chicago	Unconwood	E	0.00	37966	0	168	2	11	72	1	12	6	18	5	0	154	1149	1599
chicago	Eck Grove	E	0.00	1905	0	0	0	0	0	0	0	0	0	0	0	0	467	471
chicago	Des Plaines River Trail	E	0.00	1905	0	12	0	0	5	0	0	0	58	45	0	36	184	340
chicago	Evanston	E	0.03	57249	14	130	0	12	49	0	16	6	0	7	0	92	1228	1554
chicago	Evanston Connection	E	2.79	124429	12	286	0	6	91	312	37	0	3	0	312	1951	2719	4853
chicago	Evanston Access	E	3.36	109764	16	230	0	3	108	6	24	0	7	0	198	1769	2399	3999
chicago	Summit Park Pathway	E	0.00	2402	0	30	0	0	0	0	0	0	0	0	0	0	219	219
chicago	Skokie	E	0.00	17013	3	37	0	13	25	0	6	0	0	0	0	59	582	743
chicago	Washington Access	E	1.26	39854	24	302	60	30	121	43	18	3	0	584	0	377	1601	3143
chicago	Wolfe Wildlife Refuge Path	E	0.00	518	0	4	0	0	14	0	0	0	0	0	0	604	2036	3950
chicago	Wells Lane	E	2.14	103938	20	325	115	48	97	38	38	17	0	0	0	6	284	289
chicago	North Branch Trail	E	1.68	31297	7	155	0	0	62	0	14	0	1	10	29	655	1916	2849
chicago	North Branch Connection	E	8.76	289079	4	1003	28	111	316	13	77	17	32	29	75	1866	7290	10662
chicago	North Channel Path	E	0.71	106215	0	484	2	47	183	4	29	8	19	4	0	318	2397	3475
chicago	Roosevelt Lane	E	0.12	16962	2	121	67	7	169	29	9	0	0	0	278	0	217	1237
chicago	Randolph St. Access	E	0.37	22854	16	41	81	29	14	14	5	2	0	401	0	354	523	1487
chicago	Dearborn Lane	E	1.87	60985	20	233	121	82	82	37	33	17	0	481	0	522	1608	3216
chicago	California Park Path	E	0.98	62971	42	337	4	15	87	13	14	3	6	8	0	195	1730	2416
chicago	Balbo Access	E	0.50	15561	16	79	87	6	70	40	2	0	0	454	0	379	1004	2137
chicago	Clinton Lane	E	1.51	46177	23	395	30	20	202	40	14	2	0	0	0	245	2378	3901
chicago	Canal Lane	E	1.85	56715	19	358	28	30	216	45	17	0	0	485	0	272	2658	4108
chicago	Canal	E	0.66	22501	20	270	32	8	181	0	2	0	0	509	0	238	1415	2723
chicago	Balbo St. Access	E	0.41	12412	6	61	6	6	16	37	1	0	0	365	0	362	818	1740
chicago	11th St. Access	E	0.62	10883	3	81	112	3	17	34	2	0	0	283	0	377	998	1671
chicago	Beverly Historic Route	E	8.22	76986	0	363	3	8	157	0	59	0	0	13	0	450	4856	5709
chicago	Conti Parkway	E	0.92	34611	14	159	0	0	35	0	18	0	0	0	1	227	1711	2163
chicago	Boulevard Route	E	29.48	733934	207	2847	175	142	1076	123	235	14	6	83	3	2635	20205	27851
chicago	Alsip Park District Bicycle Path	E	0.00	584	0	7	1	0	26	0	0	0	0	0	0	6	302	342
chicago	Calumet Park	E	1.33	20171	0	137	7	0	23	0	11	0	0	10	0	340	1657	2185

Mile Buffer

County	Trail Name	Status	Length	Population	Shop/Mall	UrbanMix	Cult/Ent	Med/Health	Education	Government	Religious	OtherKey	Campus	Single	Indus/Park	OpenWater	Eise	TotalAcres
chicago	Navy Pier Path	U	0.23	31000	0	64	55	31	14	9	9	3	0	167	0	149	409	919
chicago	North Channel Path	U	0.86	84659	9	427	1	44	146	4	27	8	18	4	0	321	2207	3208
chicago	Lakefront Path	U	0.02	65	31041	9	14	65	31	4	9	14	0	167	0	146	411	921
chicago	Skokie	U	0.00	10090	2	28	0	11	14	0	5	6	0	1	0	33	361	489
TOTAL MILES OF EXISTING BIKEWAYS: CHICAGO 90.2167874																		
chicago	Roosevelt Rd. Lane	P	0.08	11280	2	65	0	6	17	34	2	0	0	227	0	332	1046	1822
chicago	Randolph St. Access	P	0.10	68	2	20	61	29	14	18335	1	1	0	301	0	264	375	1105
chicago	Riverwalk	P	0.74	26	138	75	40444	32	26	34	20	4	0	489	0	304	796	1916
chicago	Roosevelt Lane	P	3.75	128183	17	517	94	179	364	45	43	0	0	387	0	646	4445	6737
chicago	Archer Ave. Lane	P	9.99	171866	39	1078	18	189	18	16	37	0	0	56	121	489	10348	12375
chicago	Wabash Lane	P	1.03	31562	2	185	131	48	63	35	8	0	0	238	0	453	1863	3024
chicago	Unknown	P	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
chicago	Western Ave. Lane	P	9.93	227906	5	956	41	19	450	17	86	0	0	21	11	1068	10128	12800
chicago	Techy Trail	P	0.00	342	0	4	0	0	0	0	0	0	0	0	0	0	0	27
chicago	Slickney Route	P	0.00	3651	0	0	0	0	0	6	0	0	0	0	0	3	204	214
chicago	South Chicago Ave. Lane	P	5.47	165944	10	778	12	25	240	5	66	0	0	20	0	538	6844	8538
chicago	Summit Park Pathway Extension	P	0.00	1331	0	24	0	0	0	0	0	0	0	0	10	2	63	119
chicago	Augusta Lane	P	5.90	235587	45	977	20	32	227	9	61	12	0	23	0	444	6778	8628
chicago	Centennial Trail	P	0.00	1663	0	10	0	0	0	0	0	0	0	0	0	0	0	108
chicago	Columbus Park Path	P	0.88	31705	0	110	11	8	42	2	9	0	0	6	0	157	971	1318
chicago	M.L. King Drive Lane	P	7.04	178054	32	672	157	110	505	13	90	0	0	82	0	956	5947	8464
chicago	Caymak Rd. Lane	P	0.31	24182	0	137	99	55	54	7	7	0	0	71	0	246	1401	2077
chicago	Cybaum Lane	P	2.02	127989	41	538	51	150	150	7	54	17	0	98	0	318	2863	4288
chicago	Hales Ave. Lane	P	0.54	40331	9	230	0	9	206	25	12	0	0	286	0	159	1743	2692
chicago	Hales St. Lane	P	5.27	232030	30	974	107	73	378	43	66	26	0	384	0	1077	5264	6432
chicago	Eaton Lane	P	9.90	297253	125	1869	21	27	381	13	103	18	6	78	75	1357	10362	14248
chicago	Bryn Mawr Connector	P	0.80	85148	0	217	8	9	66	5	24	0	0	0	0	250	1188	1748
chicago	Des Plaines River Trail	P	3.17	16951	1	78	61	0	16	0	11	0	142	56	194	1577	1289	3373
chicago	Puaski Lane	P	5.83	250001	51	983	20	60	272	2	57	6	11	18	0	490	7501	9411
chicago	North Ave. Underpass	P	0.11	57480	5	82	7	45	45	19	19	1	0	10	0	222	679	1147
chicago	Milwaukee Ave. Lane	P	1.11	63271	22	475	7	6	80	18	31	16	0	347	0	187	2228	3427
chicago	Morton Grove	P	0.00	157	0	0	0	0	0	0	0	0	0	0	0	0	0	11
chicago	Conral Bikeway	P	6.64	142164	15	625	6	0	272	0	71	0	0	15	6	631	7288	8931
TOTAL MILES OF PROPOSED BIKEWAYS: CHICAGO 80.7180384																		
TOTAL MILES OF E & P BIKEWAYS: CHICAGO 170.9348228																		
dupage	Lake Ridge Club Trail	E	0.12	4720	0	98	0	0	0	0	12	0	93	15	325	48	1575	2138
dupage	Lake Harriet Trail	E	1.48	17863	27	58	0	55	10	26	0	0	0	18	59	437	2251	2951
dupage	Lincoln Marsh Bike Trail	E	0.32	14023	0	84	47	77	75	16	17	7	0	0	42	119	1863	2381
dupage	Lombard Common	E	0.36	20374	0	153	0	0	66	0	10	0	0	0	0	218	1996	2445
dupage	Lincoln School Trail	E	0.16	17378	0	127	9	17378	0	84	23	0	0	0	0	208	1748	2199
dupage	Kelly Park Trail	E	0.70	15430	0	159	0	0	86	3	18	0	0	0	33	302	1772	2373
dupage	K8	E	0.00	26	0	1	0	0	0	0	0	0	0	0	0	3	300	304
dupage	Kirk Rd. Trail	E	0.00	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3
dupage	Krantz Park Trail	E	0.13	4782	0	19	0	0	11	6	3	0	12	0	134	85	1873	2113
dupage	Knolls of Yorktown Pedway	E	0.13	13767	159	161	0	0	67	0	17	0	19	78	212	119	1395	2168
dupage	Michell Lakes Trail	E	1.11	13473	0	34	0	0	79	8	21	0	0	0	255	140	2154	2891
dupage	Midwest Road Trail	E	0.78	9784	32	149	7	27	47	0	106	0	287	22	0	517	1631	3005
dupage	N.C.C. Parkway	E	0.21	14809	78	182	18	13	143	0	22	0	20	6	2	192	1591	2270
dupage	Nazos Park Trail	E	0.40	10057	0	120	29	13	37	19	3	0	20	5	10	379	1530	2285
dupage	Naperville Lakewalk	E	0.67	8409	27	92	29	4	71	56	13	0	0	0	34	215	1928	2487
dupage	Madison Meadow	E	1.48	19766	68	210	18	186	0	186	0	0	0	6	0	234	2168	2932
dupage	Lombard Lagoon	E	0.43	11872	17	103	0	31	57	0	3	0	0	9	547	399	1346	2302
dupage	Madison Park Trail	E	0.29	11723	0	13	11	38	57	2	101	0	278	0	14	369	1806	2338
dupage	Midwest Club Trail	E	3.41	16537	96	156	0	20	180	2	101	0	0	8	102	717	2828	4820
dupage	McCallough Park Trail	E	0.28	4795	0	15	0	0	9	0	13	0	0	0	47	88	1786	1986
dupage	Hoffman Park Trail	E	0.33	20525	0	214	0	0	111	0	8	0	0	0	0	85	1918	2336
dupage	Hinsdale Bike Route	E	7.75	26440	0	181	17	75	60	6	25	0	65	0	0	589	4287	5327
dupage	I-90 Canal Trail	E	0.32	1067	0	88	0	11	18	0	0	0	0	0	0	380	1410	1948
dupage	IL Prairie Path - Geneva Spur	E	3.03	7832	0	209	0	0	32	0	5	0	0	0	43	378	3508	4538
dupage	IL Prairie Path - Elgin Branch	E	4.54	28386	11	215	61	87	187	5	28	10	0	4	42	2259	8688	9607
dupage	Harper Road Trail	E	0.69	5406	159	39	12	0	24	5	3	0	549	50	0	468	1463	2800
dupage	Harbor Park Bike Path	E	2.11	14258	13	37	7	0	18	10	7	0	0	0	0	499	2845	3434
dupage	Harvest Park Trail	E	0.68	5423	18	158	0	0	4	4	14	0	53	27	287	42	2115	2727
dupage	Henick Lake Trail	E	3.63	6564	21	28	79	0	72	0	56	0	0	5	0	1685	1902	2600
dupage	Hawthorne Hill Trail	E	0.48	17140	0	53	0	0	61	10	16	0	0	0	48	504	1902	2600
dupage	IL Prairie Path; Geneva Branch	E	0.00	18	0	11	0	0	0	0	0	0	0	0	0	2	608	818
dupage	IL Prairie Path; Elgin Branch	E	0.73	339	0	0	0	0	0	0	0	0	0	0	0	577	1193	1795

Mile Buffer

County	Trail Name	Status	Length	Population	Shop/Mall	Urban/Mx	Cult/Ent	Med/Health	Education	Government	Religious	Other/Kv	Campus	Single	Indus/Park	Open/Water	Else	Total Area
dupage	IL Prairie path	E	0.00	7496	0	0	0	0	27	0	5	0	0	0	0	77	874	963
dupage	Itasca Bike Route	E	6.84	14186	0	148	13	0	54	0	6	0	106	4	566	945	3086	4609
dupage	IL Prairie Path - Elgin Branch	E	6.00	12589	38	86	105	8	46	21	32	0	16	10	10	2845	8219	11426
dupage	IL Prairie Path - Aurora Branch	E	9.34	36555	12	313	136	35	251	3	99	24	232	25	225	2000	6193	11553
dupage	IL Prairie Path - Main Stem	E	10.47	104586	36	840	33	0	541	3	75	5	19	10	74	1219	11592	14447
dupage	IL Prairie Path Batavia Spur	E	0.98	3087	0	54	30	0	8	3	0	59	182	13	121	228	1606	2265
dupage	IL Prairie Path Batavia Spur	E	0.00	0	0	0	0	0	0	0	0	165	0	0	0	0	164	329
dupage	IL Prairie Path; Aurora Branch	E	0.00	8	0	0	0	0	0	0	0	0	0	0	0	6	155	161
dupage	Newport Blvd. Bike Path	E	0.47	7203	0	3	11	0	7	4	0	0	0	0	0	388	1242	1605
dupage	Tate Woods Bike Path	E	0.44	6865	0	158	0	0	15	0	0	0	250	14	132	651	1276	2498
dupage	Summerhill Park Trail	E	1.20	18921	27	38	5	0	80	0	28	0	18	85	85	132	3086	3459
dupage	Terrace View Park	E	0.89	12734	0	148	0	0	39	0	3	0	0	0	219	187	1819	2418
dupage	Turnberry Manor Trail	E	0.03	4803	0	8	2	0	30	0	0	0	0	0	40	48	1058	1186
dupage	Trinity Lakes Trail	E	0.86	8559	24	14	0	27	74	5	98	0	212	110	110	587	1733	2865
dupage	Spring Rd./31st St. Trail	E	0.80	3917	0	0	9	27	30	0	108	0	312	7	0	618	1272	2568
dupage	Spring Rd./16th St. Trail	E	0.81	6122	159	114	14	0	36	5	6	0	482	50	0	634	1425	2927
dupage	Springfield Park Trail	E	0.41	9034	32	148	4	4	0	3	0	0	3	0	0	411	1770	2382
dupage	Stuckman Blvd. Bike Path	E	1.57	7401	0	12	0	0	6	0	6	0	0	0	0	1279	2637	3940
dupage	Stearns Rd. Bike Path	E	2.90	17035	0	49	32	0	26	0	11	0	0	0	0	1180	3778	5062
dupage	West Chicago Bike Path	E	0.94	5997	0	85	18	0	6	21	7	0	0	0	0	258	2043	2440
dupage	Waukegan Creek Trail	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
dupage	Willow Lake Trail	E	0.00	30	0	11	0	0	0	0	0	0	0	0	0	0	295	329
dupage	Woodland Hills Trail	E	1.13	3535	0	0	23	0	0	0	17	0	0	0	0	723	2337	3127
dupage	Willowbrook Bike Path	E	1.93	18608	43	179	9	0	85	5	15	0	53	13	325	304	3407	4436
dupage	Twin Lakes Park Bike Path	E	0.88	18160	15	167	0	23	55	0	5	6	0	0	19	187	2047	2524
dupage	Turner Park Bikepath	E	0.00	4859	0	114	0	0	47	0	0	0	19	0	0	37	697	956
dupage	Veterans Park Trail	E	0.80	10000	41	90	0	0	79	5	21	0	14	0	208	155	1895	2498
dupage	Waterfall Glen Trail	E	8.08	9991	0	123	32	11	43	0	30	1407	0	9	142	2833	4308	9038
dupage	Vista Pond	E	0.47	18705	4	209	0	0	71	0	5	0	0	0	40	133	1849	2320
dupage	Ruthie Park Trail	E	0.17	13310	0	135	15	5	91	3	17	0	0	0	42	149	1870	2127
dupage	President Park Trail	E	0.98	17954	5	134	0	0	152	0	17	0	0	0	349	1419	2078	2878
dupage	Rice Pool Trail	E	0.32	13762	89	39	17	0	66	0	18	0	0	0	0	266	1834	2329
dupage	Saddlebrook Trail	E	0.71	10804	50	110	0	12	67	0	27	0	9	0	72	450	1694	2711
dupage	River Bend Trail	E	0.00	9	0	0	9	0	0	0	0	0	0	0	0	0	40	49
dupage	Oak Brook Park District Trail	E	1.14	3861	128	28	0	27	31	5	108	0	357	42	0	812	1106	2645
dupage	Norfolk Ave. Bike Route	E	1.50	23980	34	339	10	0	72	0	7	0	89	0	89	3013	3893	5281
dupage	Oakbrook Terrace Trail	E	0.79	8690	160	225	20	0	28	5	7	0	415	35	0	325	1601	2821
dupage	Prairie Path Park Trail	E	0.06	13156	0	140	0	1	11	3	19	0	0	0	42	183	1619	2078
dupage	Poplar St. Viaduct	E	0.11	14392	0	50	0	0	65	0	11	0	0	0	101	1556	1783	2384
dupage	Stearns Park Bike Path	E	0.70	14228	58	112	61	0	28	4	9	0	53	0	0	237	1636	2384
dupage	Seven Gables Park Trail	E	1.73	14915	89	39	17	0	37	0	25	0	0	0	0	544	2200	2851
dupage	Sports Core Trail	E	5.85	7283	159	22	12	27	43	5	108	0	634	50	0	979	2389	4422
dupage	Spring Manor Trail	E	0.00	28	0	19	23	0	0	0	0	0	0	0	0	0	287	329
dupage	Spring Creek Reservoir Trail	E	1.08	9739	0	108	0	0	53	0	5	15	0	2	0	1059	1475	2714
dupage	Salt Creek Trail	E	2.15	24783	65	314	10	0	79	0	30	0	16	377	377	585	3062	4538
dupage	Salt Creek Greenway Trail	E	0.32	6112	10	49	12	0	59	0	8	0	362	28	0	178	1395	2102
dupage	Schaumburg	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	40	43
dupage	Seven Bridges Trail	E	1.29	11110	0	21	0	0	40	0	55	0	0	0	38	643	2378	3176
dupage	Scottsdale Park Trail	E	0.47	8624	30	12	0	0	156	0	8	0	0	0	0	688	1424	2316
dupage	Great Western Trail	E	10.18	76930	27	1041	33	0	257	40	61	41	131	15	557	1516	12936	16655
dupage	EK Grove	E	0.00	1252	0	0	0	0	0	0	0	0	41	0	194	89	388	720
dupage	Arie Crown Bicycle Trail	E	0.00	93	0	4	0	0	18	0	0	0	0	0	0	69	106	197
dupage	Burr Ridge Bike Route	E	3.48	6785	0	71	0	0	16	6	20	0	53	19	379	106	3585	4257
dupage	Dundas Trail	E	1.04	4717	69	30	5	0	0	0	19	0	0	0	0	1457	1240	3227
dupage	Edridge Park Trail	E	1.00	13609	79	193	18	0	77	0	12	0	54	12	0	158	1928	2531
dupage	Farmab Bike Route	E	2.05	1716	0	0	0	0	0	0	0	0	0	0	0	183	1504	3587
dupage	Farmab Trail	E	2.14	1832	0	0	0	0	0	0	0	0	0	0	0	186	1510	3588
dupage	Farm Lab Trail	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	2	106	946
dupage	Eola Road Bike Route	E	0.00	30	0	14	23	0	0	0	0	0	0	0	0	0	168	205
dupage	Bianpach Park Trail	E	1.21	18328	52	44	17	0	277	0	27	0	0	0	0	342	2099	2858
dupage	1st Street Path	E	0.25	2644	0	0	0	0	11	4	0	0	0	0	5	50	1484	1554
dupage	Burr Ridge Bike Path	E	1.12	4630	0	46	0	0	31	0	20	0	53	19	80	113	2179	2555
dupage	Dorset Park Trail	E	0.11	5455	31	4	5	0	20	0	12	0	63	0	0	984	1027	2146
dupage	Brook Forest Trail	E	1.24	7752	159	158	7	0	36	5	100	0	502	48	0	753	1889	3482
dupage	Devon Ave. Bike Path	E	0.00	4982	0	1	17	0	0	2	0	0	0	0	0	230	879	1129
dupage	Apple Orchard Bike Path	E	1.22	8997	0	25	17	0	0	0	6	0	0	0	0	841	2541	3432
dupage	Castalio Park Trail	E	0.28	11023	0	21	0	0	33	10	22	0	0	1	38	556	1659	2340

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mal	Urban/Mix	Cut/Ent	Med/Health	Education	Government	Religious	Other/Key	Campus	Single	Indus/Park	Open/Water	Ease	Total/Acre
dupage	Addison Bike Route	E	1.89	21671	30	160	23	99	0	0	23	0	0	16	754	463	1959	3567
dupage	Brighton Park Trail	E	0.19	1740	27	6	0	26	0	0	9	0	6	0	0	0	699	1416
dupage	Downers Grove Bike Route	E	22.38	71494	327	789	78	365	12	12	44	0	253	32	422	1147	9759	19234
dupage	DuPage River Greenway	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	162	243
dupage	Ale Crown Forest Bicycle Trail	E	0.00	11	0	0	0	0	0	0	0	0	0	0	0	0	19	53
dupage	Gladstone Park Trail	E	0.34	16328	1	118	80	48	117	5	10	0	17	0	15	154	1678	2226
dupage	Claus Rec. Area Bike Route	E	0.77	12458	1	158	0	95	0	0	0	0	19	0	62	250	1877	2461
dupage	Brentwood Park Trail	E	0.30	14105	11	58	0	80	0	0	5	0	10	8	107	1782	2302	
dupage	Columbine Glen Parkway	E	0.32	8330	0	133	28	34	0	0	3	0	0	0	136	345	1668	2343
dupage	Circle Park Bike Path	E	1.50	16125	0	240	4	39	17	10	25	15	71	13	0	557	2064	3045
dupage	Blackwell Trail	E	2.97	13282	14	163	44	3	17	2	52	135	0	0	0	1577	3550	5567
dupage	Central Park Trail	E	0.06	19291	0	183	0	136	0	3	25	0	0	42	0	100	1582	2073
dupage	Bartlett Rd. Bike Path	E	1.54	8787	0	9	17	0	0	2	0	0	0	0	0	1085	1877	2960
dupage	Belvidere Road Bike Path	E	2.52	10768	14	102	0	6	0	2	35	739	0	3	0	984	3322	5219
dupage	Fellersburg Trail	E	1.80	6597	0	47	18	32	0	0	36	0	121	5	0	75	1855	2914
dupage	Armstrong Park Trail	E	1.48	17284	0	52	0	81	0	8	25	0	2	221	194	2368	2943	
dupage	Cambria Parkway	E	0.23	17448	52	171	0	169	0	1	14	0	0	6	0	118	1067	2397
dupage	Forest Glen Trail	E	0.43	4801	0	44	12	14	0	0	0	0	244	0	0	157	1817	1501
dupage	Four Seasons Trail	E	0.74	15318	145	181	11	123	0	0	17	0	18	79	204	437	1539	2455
dupage	Allen Park Trail	E	1.92	9011	0	9	173	35	102	0	16	0	0	0	0	887	1949	2871
dupage	Community Park Trail	E	3.71	29927	0	531	0	273	0	0	137	44	237	5	284	351	4384	6248
dupage	Fox River Trail	E	0.25	213	0	0	0	0	0	0	1	0	0	0	0	1	445	470
dupage	Briarcliff Park Trail	E	0.18	15042	35	63	17	84	0	0	21	0	0	0	0	314	1682	2216
dupage	Centennial Trail	U	4.70	2113	0	88	0	11	21	0	17	191	0	0	63	1838	2817	5046
TOTAL MILES OF EXISTING BIKEWAYS: DUPAGE																		
dupage	Blackwell Trail	P	3.14	14742	11	162	10	41	57	13	24	9	6	7	0	1767	3427	5554
dupage	Cambria Parkway	P	4.01	8770	0	57	0	45	0	2	52	0	341	18	0	1158	3236	4879
dupage	Scorpion Slough Path	P	0.53	14905	0	101	0	35	0	0	0	0	0	4	0	711	1822	2679
dupage	Seven Bridges Trail	P	0.81	9270	0	12	1	42	0	0	17	0	0	0	38	312	1463	2375
dupage	Roselle/Waterbury Sub. Route	P	1.09	13204	0	116	0	87	0	0	0	0	19	0	54	194	2483	2961
dupage	Roselle/Waterbury Route	P	0.27	8275	0	83	18	58	0	0	0	0	0	0	40	63	1520	1782
dupage	Roselle/Waterbury Sub. Trail	P	0.28	9678	0	159	0	56	0	3	0	0	2	0	0	424	1712	2381
dupage	Route 59 Trail	P	0.40	4879	0	14	0	0	0	0	17	0	0	0	0	256	2229	2516
dupage	Roselle/West End Rd. Trail	P	0.82	11076	0	126	0	94	0	0	0	0	19	0	62	159	1681	2141
dupage	Roselle/Summitfields Route	P	0.68	10844	0	118	0	61	0	0	0	0	19	0	63	25	1843	2198
dupage	Roselle/Squire Ln. Trail	P	0.11	8689	0	55	0	77	0	0	5	0	0	0	208	265	1142	1772
dupage	Roselle/Town Acres Route	P	0.79	8728	0	128	0	113	0	0	1	0	19	0	32	95	1452	1858
dupage	Roselle/Trinity Luth. Trail	P	0.54	13515	0	154	0	100	0	0	0	0	14	0	57	275	1970	2575
dupage	Salt Creek Trail	P	8.14	38205	29	384	6	23	134	7	30	0	31	20	715	1686	6150	8215
dupage	Butterfield Park Dist. Trail	P	0.84	9459	19	30	0	103	0	0	9	0	59	0	23	667	1670	2780
dupage	Schick Road Trail	P	0.00	687	0	21	0	12	0	0	0	0	1	0	15	0	184	233
dupage	Schaumburg Bike Route	P	1.14	5089	0	0	0	0	0	4	17	0	0	0	0	985	2384	3390
dupage	Rt. 83 Bridge	P	0.00	4113	0	72	0	70	0	0	0	0	18	0	82	12	672	907
dupage	Route 59/West Branch Trail	P	0.53	2291	0	88	0	11	0	0	0	74	0	0	63	537	889	1671
dupage	Salt Creek Extension	P	1.41	5252	0	3	0	0	0	4	17	0	0	0	0	1040	2738	3902
dupage	Salt Creek Greenway Trail	P	0.00	2072	0	25	0	12	0	0	0	0	0	0	0	253	679	966
dupage	Calumet Ssgo Trail	P	0.00	5	0	0	0	0	0	0	0	0	0	0	0	1024	6416	9079
dupage	Willowbrook Bike Path	P	9.20	39026	73	355	21	28	153	9	29	0	53	22	372	394	6852	8361
dupage	22nd Street Trail	P	0.95	3671	159	21	12	25	0	5	0	0	580	50	0	692	1092	2636
dupage	22nd Street Bicycle Path	P	0.77	14468	207	168	0	142	0	17	0	0	135	79	212	139	1879	2976
dupage	Woodlake Dr. Bike Path	P	0.75	13231	13	30	7	0	0	10	10	0	0	0	0	589	2284	2893
dupage	West Dupage/Windfield Trail	P	0.75	4989	0	48	74	35	2	62	0	0	0	0	0	747	1958	2824
dupage	West Chicago Bike Path	P	13.30	20037	27	429	18	4	85	28	64	159	16	9	586	1852	8357	11632
dupage	31st Street Trail	P	0.81	5391	1	12	0	27	73	5	112	0	328	2	0	1084	1541	3163
dupage	Westminster Dr. Trail	P	0.52	2583	0	0	32	0	0	0	0	0	0	0	9	60	1642	1752
dupage	Woodland Hills Trail	P	0.87	1650	0	0	0	0	0	0	18	0	0	0	0	645	2125	2786
dupage	York Rd./22nd St. Trail	P	0.87	5548	11	44	12	51	0	0	5	0	383	28	0	448	1359	2341
dupage	Woodward Ave. Trail	P	1.31	11111	0	26	32	25	0	0	0	0	0	0	0	171	2323	2577
dupage	Downers	P	0.17	6155	0	54	0	77	0	0	5	0	0	0	204	207	1028	1675
dupage	York Road Trail	P	1.03	6916	0	56	21	11	20	2	20	0	77	7	0	701	1716	2632
dupage	Woodridge Drive Route	P	0.83	12909	0	12	5	55	0	0	19	0	0	0	1	38	2895	2895
dupage	Woodridge Drive Bike Route	P	1.05	17771	0	69	0	45	10	13	0	0	0	0	21	544	2001	2703
dupage	Woodward Ave. Extension Trail	P	1.83	2278	0	0	32	2278	0	6	12	0	0	0	0	281	2429	2843
dupage	Woodridge/Downers Grove Route	P	0.59	22482	27	40	5	93	10	14	0	0	0	0	18	77	2876	3237
dupage	Tamara Heights Park	P	0.41	15927	29	123	0	54	0	0	6	0	0	0	20	864	1408	2529

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	Urban/Mix	Cult/Ent	Med/Health	Education	Government	Religious	Other/Key	Campus	Single	Indus/Park	Open/Water	Esse	Total/Acre
dupage	Summerhill Park Trail	P	0.20	10785	0	35	5	0	44	0	26	0	4	0	38	130	1947	2229
dupage	Appleby Park Trail	P	0.07	6925	46	9	0	0	27	0	0	0	10	0	0	763	1272	2087
dupage	Timber Ridge Trail	P	0.88	8936	11	67	0	8	0	0	2	0	0	4	0	767	2340	3212
dupage	Springbrook Prairie Trail	P	1.22	12621	0	32	8	0	66	2	17	0	0	0	0	1654	2183	3942
dupage	Bethany Prairie Lakes Parkway	P	0.28	9159	118	137	0	0	121	0	8	0	254	70	0	155	1459	2328
dupage	Struckman Blvd. Bike Path	P	0.60	7774	0	16	0	0	774	4	12	0	0	0	0	1208	3056	4264
dupage	Allen/Madison Park Trail	P	0.51	11139	0	84	0	35	0	75	0	0	0	0	23	189	1933	2840
dupage	Tumblers Trail	P	1.40	11619	0	99	11	0	50	0	5	0	0	0	0	210	1658	2207
dupage	Waukegan Creek Trail	P	0.00	30	0	23	0	0	0	0	0	0	0	0	0	150	1658	2289
dupage	Walnut Station Access Trail	P	0.27	8076	0	137	1	0	47	0	9	0	0	0	249	659	3236	3268
dupage	33rd Street Bike Route	P	1.81	13391	0	47	0	0	44	0	2	0	0	0	0	859	2728	6435
dupage	West Branch Trail	P	6.03	19223	0	82	18	0	44	0	0	0	0	0	0	659	2728	6435
dupage	Twin Lakes Park Bike Path	P	0.43	19707	15	210	0	10	57	0	6	0	0	0	19	177	2042	2841
dupage	Apple Orchard Bike Path	P	0.23	4912	0	12	0	0	0	0	0	0	0	0	0	241	2015	2264
dupage	Albright Park Trail	P	0.03	7069	0	12	0	0	65	0	0	0	15	0	0	827	1120	2039
dupage	Americana Park Trail	P	0.11	15969	0	26	61	0	40	15	12	0	45	0	13	217	1677	2123
dupage	District 99 Blue Connection	P	0.93	20908	3	63	0	0	52	10	16	0	0	18	47	520	2139	2888
dupage	DuPage River Pathway	P	2.28	5806	81	358	137	59	329	47	125	0	264	21	20	2159	9598	13198
dupage	Devon Ave. Bike Path	P	0.00	7812	0	4	17	0	0	2	0	0	0	0	0	256	1413	1694
dupage	Lake Carlton Trail	P	0.23	16165	4	70	0	0	45	10	16	0	0	18	31	275	1812	2281
dupage	K2	P	0.00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37
dupage	East Branch Greenway	P	12.37	77599	38	670	36	13	590	19	151	0	397	35	476	3695	13280	18370
dupage	Ides Grove Trail	P	1.96	21675	64	167	0	6	40	3	0	0	0	0	21	303	3012	3944
dupage	K15	P	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
dupage	Jane Avenue Bike Route	P	1.25	23309	3	68	0	0	54	10	13	0	7	0	21	352	2503	3051
dupage	Dunwoody Road/1655 Bikeway	P	1.05	688	0	0	0	0	0	0	0	0	0	0	0	83	1905	1561
dupage	Community/Norridge Trail	P	1.21	19670	0	329	21	0	105	0	41	0	190	4	121	150	3337	4200
dupage	Mallard Lake Trail	P	2.19	11195	17	131	18	0	45	4	5	0	0	0	0	644	3336	4200
dupage	Commonwealth Edison ROW	P	5.49	59814	121	374	21	186	186	19	34	0	28	35	26	1972	8704	11528
dupage	McCullough Park Trail	P	0.16	4485	0	12	0	20	9	0	0	0	0	1	47	80	1848	1859
dupage	County Complex Trail	P	0.18	12776	0	35	47	96	42	25	12	5	6	4	42	51	1872	2237
dupage	Danada/Hidden Lake Trail	P	4.57	18373	89	131	17	39	120	0	27	0	451	9	1	2654	3668	7167
dupage	Lincoln Marsh Trail	P	1.25	17734	0	254	50	0	147	3	96	0	0	4	42	135	2179	2838
dupage	County Farm Rd. Bike Path	P	0.49	8330	0	25	45	0	26	4	5	0	0	0	0	349	1918	2027
dupage	Comwell Trail	P	0.37	5268	85	45	5	0	16	0	24	0	256	0	0	1260	1116	2807
dupage	Goose Lake Park Trail	P	1.43	11163	0	104	18	0	84	0	0	0	16	0	40	115	2195	2572
dupage	Harbor Park Bike Path	P	0.25	9593	13	29	0	0	2	10	0	0	0	0	0	527	1710	2287
dupage	Harvester Park Trail	P	0.43	4945	18	149	0	0	9	4	14	0	53	27	274	30	1933	2511
dupage	Harger Road Trail	P	0.51	8038	102	46	12	0	41	4	5	0	423	28	0	332	1263	2272
dupage	Graf Park Trail	P	0.96	18276	0	67	48	117	65	25	11	5	4	4	42	106	2151	2645
dupage	Great Western/Com. Park Trail	P	0.40	12941	0	265	0	0	32	0	26	11	91	0	184	100	1718	2447
dupage	Great Western Trail	P	1.78	47290	22	524	6	0	187	0	23	0	0	0	71	689	5780	7262
dupage	Greens Valley Trail	P	2.18	10191	0	12	0	0	46	0	13	0	0	0	38	1162	2407	3678
dupage	Greenbrook Blvd. Bike Path	P	0.98	8375	0	42	18	0	45	4	5	0	0	0	0	440	2116	2670
dupage	Gerber Road Trail	P	0.54	5213	0	0	0	0	0	4	0	0	0	0	0	1116	1567	2693
dupage	Finley Road Bicycle Path	P	1.04	19422	154	227	18	0	112	0	17	0	86	56	212	233	3338	3638
dupage	IL Prairie Path - Geneva Spur	P	0.92	13689	11	111	0	37	24	13	9	0	7	0	0	1230	2947	4369
dupage	EK Grove	P	1.00	763	0	0	0	0	0	0	0	0	4	0	59	5	138	206
dupage	Farmwood Park	P	0.39	12526	0	112	0	0	34	0	0	0	0	0	0	665	1885	2498
dupage	1955 Trail	P	0.51	17863	27	25	5	0	72	10	8	0	0	18	18	64	2412	2659
dupage	Frontage Road Bike Route	P	1.99	2225	0	0	32	0	3	0	0	0	0	0	9	488	2170	3353
dupage	Henck Lake Trail	P	0.45	3117	0	0	79	0	72	0	35	0	0	0	0	878	1512	2578
dupage	I-355 Path	P	0.00	14	0	0	0	0	0	0	0	0	0	0	0	0	48	62
dupage	Franciscan Trail	P	1.91	20154	0	39	155	121	97	25	14	0	6	4	42	550	2952	4005
dupage	Roselle/Keeneyville Trail	P	0.13	7332	0	97	18	0	42	0	0	0	0	0	0	223	1781	2166
dupage	Roselle/Keeneyville Route	P	0.52	10932	0	101	18	0	43	0	0	0	0	0	0	247	1987	2807
dupage	Roselle/Lake Park E. Route	P	0.16	7829	0	44	0	0	78	0	5	0	0	0	156	451	1387	2121
dupage	Roselle/Kennedy Park Trail	P	1.01	10849	0	109	18	0	48	0	0	0	0	0	40	144	2159	2518
dupage	Roselle/Howard St. Route	P	0.19	9287	0	113	0	0	97	0	5	0	0	0	22	219	1923	1988
dupage	Roselle/Four Seasons Park Trail	P	0.05	9701	0	112	0	0	74	0	0	0	19	0	0	270	1608	2064
dupage	Roselle/Devon Av. Route	P	0.00	5554	0	119	0	0	0	0	0	0	0	0	0	33	59	891
dupage	Roselle/Fraeninger Trail	P	0.46	7322	0	87	0	0	83	0	0	0	19	0	0	62	33	1104
dupage	Roselle/Four Seasons Pk. Trail	P	0.35	11077	0	140	0	0	75	0	0	0	0	0	0	322	1848	2365
dupage	Roselle/Lake Park E. Trail	P	0.58	9774	0	76	0	0	95	0	5	0	0	0	93	660	1641	2560
dupage	Roselle/Rock Run Park Trail	P	0.14	11081	0	101	0	0	75	0	0	0	18	0	43	124	1758	2120
dupage	Roselle/Merris Bike Trail	P	0.30	8632	0	104	0	0	102	0	5	0	2	0	22	162	1435	1832
dupage	Roselle/Soo Line Trail	P	0.78	10467	0	115	0	0	116	0	0	0	19	0	62	77	1651	2040

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	Urban/Mix	Cut/Ent	Med/Health	Education	Government	Religious	Other/Key	Campus	Single	Indus/Park	Coast/Water	Else	Total/Acre
dupage	Roselle/Rodenburg Rd. Trail	P	0.26	6987	0	39	4	0	61	0	0	0	0	0	40	56	1196	1336
dupage	Roselle/Medinah Spring Route	P	2.33	14946	0	174	0	0	108	0	5	15	0	0	35	1139	2956	4138
dupage	Roselle/Madison Park Route	P	0.08	5302	0	108	0	0	98	0	0	19	0	0	61	33	788	1105
dupage	Roselle/Lake Park West Trail	P	0.38	11906	0	94	0	0	95	0	0	19	0	0	62	82	1638	1990
dupage	Roselle/Medinah Rd. Trail	P	2.38	13986	0	134	0	0	73	0	5	12	0	0	228	1023	2497	3972
dupage	Roselle/Medinah Hills Trail	P	1.61	9161	0	93	0	0	85	0	5	0	0	0	200	308	1504	2205
dupage	Pasquill Pathway	P	0.25	13125	211	204	0	0	56	0	17	0	0	0	212	113	1371	2324
dupage	Central Roselle Bike Path	P	0.27	103	0	119	0	0	103	0	5	0	0	0	22	107	1440	1815
dupage	Pratts Wayne Trail	P	3.10	7166	27	142	0	0	25	0	28	0	0	0	447	671	4547	5904
dupage	Central Ave. Bike Path	P	0.95	10935	0	78	18	0	50	4	5	0	0	0	39	108	1892	2192
dupage	Northside Trail	P	1.27	15153	0	304	21	0	140	3	44	49	0	0	40	149	2017	2632
dupage	Chatburg Park Trail	P	0.33	8731	0	84	18	0	63	0	0	0	0	0	40	62	1618	1905
dupage	Cent. E2/E3rd St. Park Trail	P	0.98	15028	0	20	5	0	84	10	39	0	0	0	40	40	2017	2632
dupage	Central Roselle Bike Route	P	0.18	8797	0	116	0	0	92	0	4	0	0	0	22	101	1389	1743
dupage	Newport Blvd. Bike Path	P	0.68	10543	0	22	0	0	26	4	5	0	0	0	0	516	1771	2344
dupage	Roselle/Bryn Mawr Route	P	1.24	14036	0	177	0	5	68	3	0	0	0	0	22	237	1589	2109
dupage	Roselle/Bryn Mawr Trail	P	0.32	10127	0	134	0	0	104	0	5	0	0	0	1	432	2338	2990
dupage	Roselle/Crestwood Dr. Route	P	0.30	9982	0	180	0	0	84	0	5	0	0	0	22	303	1639	2226
dupage	Roselle/Circle Av. Route	P	0.36	10453	0	153	0	5	89	3	15	4	0	0	10	344	1732	2358
dupage	Centennial Trail	P	2.77	785	0	97	0	11	11	11	17	75	0	0	63	1688	2039	4001
dupage	Pratts Wayne/West Branch Trail	P	2.58	4693	0	7	3	0	7	0	17	0	0	0	0	1365	3754	5173
dupage	Camera Park Trail	P	1.22	19925	0	126	8	0	40	15	12	0	0	0	90	221	2183	2812
dupage	nocane	K	0.32	15742	0	158	0	0	74	3	19	0	0	0	25	271	1659	2209
dupage	TOTAL MILES OF E & P BIKEWAYS: DUPAGE		357.54															
kane	South Street Trail	E	0.84	7187	0	151	5	3	95	42	10	0	0	0	78	172	2517	3073
kane	Spring Manor Trail	E	0.20	3993	105	100	0	0	21	0	0	0	0	0	80	229	1261	1928
kane	IL Prairie Path - Elgin Branch	E	0.00	39	0	5	17	0	0	0	0	0	0	0	0	0	216	238
kane	River Bend Trail	E	2.82	4392	0	21	50	0	10	0	4	40	0	0	0	378	4723	5228
kane	K11	E	1.62	731	0	0	0	0	0	0	0	0	0	0	0	37	2349	2398
kane	K10	E	1.16	7214	79	183	0	0	24	5	0	0	0	0	0	248	2768	3337
kane	IL Prairie Path: Aurora Branch	E	2.80	19784	47	386	3	32	72	0	0	4	14	8	0	480	4308	5362
kane	IL Prairie Path: Batavia Spur	E	1.82	2433	0	4	5	0	17	0	0	0	0	0	0	259	2581	2878
kane	IL Prairie Path: Aurora Branch	E	0.51	3033	0	4	5	12	17	0	0	44	0	0	0	77	2737	2867
kane	IL Prairie Path: Geneva Branch	E	2.77	14028	0	177	13	3	78	6	0	0	0	0	40	287	3217	3639
kane	IL Prairie Path: Elgin Branch	E	2.20	9481	0	99	35	201	27	0	3	0	0	0	52	199	3977	4593
kane	IL Prairie Path: Batavia Spur	E	3.43	8754	0	91	0	0	26	0	0	323	0	0	0	367	5186	6013
kane	K8	E	2.42	10530	0	168	48	0	98	0	29	0	104	15	184	136	3987	4789
kane	Orchard Rd. Trail	E	1.04	9177	31	47	46	21	21	0	13	0	0	5	15	172	2945	3316
kane	K6	E	0.49	4618	36	80	6	0	15	0	0	0	0	0	63	22	2381	2922
kane	Oakhurst Trail	E	2.21	18708	0	185	23	12	135	0	5	0	0	0	0	657	2730	3747
kane	Kirk Rd. Trail	E	3.85	6502	0	35	27	0	113	0	22	594	14	0	380	131	5997	6923
kane	K9	E	1.66	11523	88	130	0	14	148	0	16	0	0	30	274	773	2377	3850
kane	K16	E	0.61	10613	0	156	18	3	85	42	6	0	0	0	30	419	1887	2846
kane	K14	E	0.39	5306	0	53	0	0	9	0	0	72	0	0	0	44	2305	2463
kane	Red Oak Trail	E	5.65	22533	0	429	5	3	87	45	10	391	0	0	57	1216	6188	8431
kane	K4	E	0.12	4138	0	10	3	0	13	0	0	0	0	0	15	179	1928	2152
kane	K3	E	0.63	8612	0	98	0	0	42	6	0	28	0	0	15	415	2449	3059
kane	Prairie Trail	E	2.44	11122	1	12	17	0	84	0	2	0	0	0	2	485	3215	3816
kane	Perin Lab Trail	E	1.10	4517	0	6	0	0	3	0	0	525	0	0	0	17	1832	2385
kane	Fabyan Rd. Trail	E	1.56	7397	0	89	27	0	29	36	22	29	0	0	355	524	2883	3984
kane	Eola Road Bike Route	E	1.52	10242	0	67	0	0	97	0	6	0	3	0	28	473	3044	3719
kane	Fox River Trail	E	24.71	118030	185	1585	340	257	728	78	74	81	0	0	320	4429	22668	30762
kane	Fernitas Trail	E	0.03	37	0	0	0	0	0	0	0	471	0	0	0	0	571	1042
kane	Fernitas Bike Route	E	0.11	226	0	0	0	0	0	0	0	468	0	0	0	0	661	1149
kane	Bardett	E	0.00	0	0	10	0	0	0	0	0	0	0	0	0	0	12	78
kane	Willow Lake Trail	E	0.57	5473	43	81	0	0	35	0	0	0	0	0	52	278	1548	2181
kane	Albion Creek Trail	E	1.31	1775	0	2	43	0	0	0	0	0	0	0	0	21	3348	3414
kane	Birch Cliff Trail	E	0.83	2874	0	60	0	0	14	0	14	0	0	0	0	66	864	1018
kane	Westwoods Subdivision Trail	E	0.14	2346	0	0	0	0	0	0	0	0	0	0	0	6	2161	2167
kane	Batavia Road Bike Path	E	0.00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
kane	Vinyl Gilman Trail	E	9.73	33392	2	398	117	17	181	0	27	11	0	5	15	1116	11268	13157
kane	IL Prairie Path - Geneva Spur	E	0.14	900	0	29	0	0	0	0	0	0	0	0	10	2	1168	1207
kane	Younier Park Trail	E	0.10	1557	0	21	0	0	16	0	0	0	0	0	0	0	2095	2162
kane	Great Western Trail	E	15.80	20065	26	365	82	33	112	12	23	0	0	0	7	900	19483	21023
kane	Fox River Trail East	E	1.28	34364	36	660	3	27	60	0	2	16	0	2	0	305	2487	3628

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	Urban/Mix	Cut/Ent	Med/Health	Education	Government	Religious	Other/Key	Campus	Single	Indus/Park	Open/Water	Elev	Total/Acres
lake	Fox River Trail West	E	6.74	59173	36	1149	8	91	197	63	42	427	0	0	135	1557	8288	12993
lake	Waubesa Creek Trail	E	2.31	9180	0	29	0	0	100	0	11	0	0	0	0	594	2782	3456
	TOTAL MILES OF EXISTING BIKEWAYS: KANE		111.85409															
lake	Virgil Gilman Trail Extension	P	1.08	650	0	19	13	0	163	0	6	0	0	0	0	202	2910	3313
lake	Virgil Gilman Trail	P	0.60	2073	0	34	23	0	0	0	0	0	0	0	0	178	1025	1263
lake	Mill Creek Trails	P	14.00	0	24	57	0	0	1864	0	0	0	0	0	60	238	9010	9395
lake	Orchard Road Trail Extension	P	1.08	9126	31	46	56	21	54	0	19	0	0	0	0	78	3068	3378
lake	Streamwood	P	0.00	846	0	59	0	0	0	0	0	0	0	0	0	2	917	979
lake	Randall Road Trail	P	3.52	4472	0	129	113	8	13	1	18	0	0	0	7	299	5863	6471
lake	Waubesa Creek Trail	P	0.92	6659	14	56	0	0	97	0	0	0	62	62	400	400	2131	2894
lake	Thornwood Subd.	P	1.83	1460	0	0	0	0	9	0	9	0	0	0	36	4183	4183	4183
lake	West Dundee Trail	P	1.33	6602	174	283	47	0	30	0	0	0	0	0	25	979	2139	3665
lake	Waubesa Lake Trail	P	7.11	12081	0	86	23	0	105	0	11	0	0	0	38	829	3662	4739
lake	Oswegoland P.D. Adopted Trails	P	40.15	4001	0	61	67	0	0	0	0	0	0	0	0	88	2212	2511
lake	Mill Creek Trail	P	2.95	498	0	6	16	0	0	0	0	0	0	0	25	1	4804	4852
lake	Geneva P.D. Trail	P	2.01	1573	24	52	0	0	0	0	0	0	0	0	28	69	4353	4531
lake	Fox River Trail West Extension	P	0.40	19040	0	404	1	5	39	0	11	0	0	0	0	229	1788	2495
lake	H.U.M.	P	2.46	408	0	0	20	0	0	0	0	0	0	0	0	7	4128	4153
lake	H.U.M. Trail	P	3.69	24417	36	398	10	80	191	17	33	0	0	0	22	79	264	6713
lake	Fox River Trail East Extension	P	1.58	577	0	78	20	0	0	0	0	0	0	0	120	13	3961	4028
lake	Blackberry Creek	P	0.49	3073	0	0	6	0	20	0	14	0	0	0	0	156	1267	1905
lake	Arbor Creek Trail	P	3.45	4044	0	19	67	4	1	0	0	0	0	0	53	171	4317	4832
lake	Elgin Trails	P	2.47	26502	0	268	0	0	182	0	3	0	0	0	260	393	3608	4974
lake	Fox River Trail East Connecticut	P	2.26	10088	36	453	3	80	63	17	10	30	0	0	49	465	3648	4864
lake	Fox Mill Trails	P	3.37	1838	0	9	36	0	0	0	8	0	0	0	0	222	4202	4479
lake	Island Link	P	0.07	4553	20	153	27	0	17	0	0	0	0	0	0	720	1147	2094
lake	K5	P	1.76	14560	0	159	18	3	150	42	10	5	0	0	0	56	892	2842
lake	K2	P	1.20	4840	0	84	38	0	5	40	26	28	0	0	374	132	2811	3488
lake	K7	P	1.20	4840	36	210	88	3	70	42	10	0	0	0	64	228	5889	6440
lake	M4	P	5.91	5639	1	1	17	0	65	0	0	0	0	0	302	4847	5236	
lake	M3	P	0.00	4	0	0	0	0	0	0	0	0	0	0	0	1	228	228
lake	K17	P	2.68	1479	0	19	3	0	0	0	0	0	0	0	120	383	4601	5420
lake	K1	P	0.14	5307	0	135	0	0	30	4	0	0	0	0	0	279	1989	2184
lake	Jakes Creek Path	P	0.45	4211	88	66	0	0	6	0	0	47	0	0	116	682	1620	2578
lake	K12	P	0.21	10689	0	204	0	0	39	4	0	0	0	0	185	1791	2223	
lake	K15	P	1.08	1102	0	7	0	0	41	0	0	181	1	0	32	9	2245	2516
lake	K13	P	0.30	2516	0	55	0	0	70	0	0	0	0	0	331	1925	2381	
	TOTAL MILES OF PROPOSED BIKEWAYS: KANE		116.49															
	TOTAL MILES OF E & P BIKEWAYS: KANE		228.14497															
lake	Moraine Hills State Park Trail	E	0.00	54	0	1	0	0	0	0	0	0	0	0	0	1	84	86
lake	I.L. Beach State Park Path	E	5.19	12148	25	216	126	3	16	19	3	0	0	0	4	3118	1989	5519
lake	Tullamore Basin Trail	E	0.92	6230	0	38	0	0	57	0	20	0	0	0	0	516	2177	2811
lake	Island Lake Bicycle Pathway	E	2.99	5056	0	44	0	0	11	0	0	0	0	0	0	243	2764	3067
lake	Mooney Park Trail	E	0.26	9917	0	130	18	0	67	0	5	0	0	0	35	338	1574	2167
lake	Indian Creek Road Connection	E	0.07	2253	0	7	29	0	74	61	0	0	0	0	7	17	118	1688
lake	Twin Grove Park Path	E	0.39	11016	14	46	0	0	31	0	27	0	0	0	33	6	451	1824
lake	Harman Park Trail	E	0.58	11122	0	111	0	0	110	0	168	0	0	0	167	118	1726	2388
lake	Vernon Hills Bikeways	E	12.50	24977	228	244	51	0	119	185	17	0	134	54	540	1108	8213	10893
lake	Green Bay Trail	E	7.43	49078	29	325	169	25	384	712	17	0	0	0	2340	2340	8163	12177
lake	North Shore Bike Path	E	14.07	109211	29	1283	118	97	516	1578	411	14	143	52	224	2876	12479	16320
lake	Vernon Hills Bikeway	E	0.01	12126	140	48	16	0	28	185	0	0	0	0	75	325	2527	3515
lake	Haler Nature Park Path	E	0.25	4255	3	126	11	0	43	0	0	0	0	0	11	550	1550	2315
lake	Sunset Woods Park Paths	E	0.55	11308	0	288	19	22	77	6	0	0	0	0	34	590	1498	2532
lake	Lincolnton Trail System	E	2.26	7533	0	26	35	1	28	0	0	0	0	0	0	1013	3731	4813
lake	Shenandoah Rd. Path	E	0.00	2086	0	0	43	0	7	0	0	0	0	0	0	92	397	539
lake	Libertyville Bike Route	E	0.08	1574	158	93	0	0	0	0	7	0	0	0	74	657	1032	2104
lake	Skokie Valley Trail	E	2.79	16105	0	311	22	19	91	0	11	0	0	0	35	898	3091	4556
lake	Skokie River Trail	E	0.00	43	0	71	43	0	18	0	0	0	0	0	0	285	871	1283
lake	Sleepy Hollow Park Path	E	0.09	8995	0	231	11	4	28	68	0	0	0	0	0	561	1387	2260
lake	Stratford School Path	E	0.09	8995	0	115	0	0	50	0	5	0	0	0	35	387	1453	2050
lake	Lany Park Path	E	1.19	9772	0	119	3	2	63	0	0	0	0	0	35	612	1549	2392
lake	Knahwood Knighbridge Connection	E	0.10	10351	0	38	20	0	31	0	27	0	0	0	0	116	1685	2123
lake	Kilmer Park Path	E	0.00	55	17	0	0	0	0	0	0	0	0	0	0	34	31	97
lake	Libertyville Bike Paths	E	17.50	27662	178	525	0	31	282	357	0	0	127	54	145	2900	8228	12175
lake	Libertyville Bike Path	E	0.08	10607	0	288	0	22	120	0	9	0	0	0	0	353	1901	2698

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	Urban/Mix	Cult/Ent	Med/Health	Education	Government	Religious	Open/Key	Open/Water	Indus/Park	Open/Water	Else	Total Acres
lake	Lexington Park Path	E	0.54	7654	26	31	0	0	24	0	10	0	0	0	482	1170	1770
lake	Nonanore Bike Path	E	8.12	58035	0	516	0	21	261	24	85	14	0	76	1253	9161	11374
lake	Buffalo Grove Bike Paths	E	22.74	25754	52	175	65	68	68	0	75	0	37	568	1776	7203	10079
lake	Ironame	E	0.81	52273	47	663	42	30	351	6	371	0	311	2111	9601	13693	
lake	Buffalo Grove	E	0.00	1487	52	18	0	0	0	0	5	0	0	0	231	233	572
lake	Zion Park District Bike Trail	E	6.77	25345	25	325	0	3	101	16	30	0	11	90	2260	7952	
lake	Chain O Lakes State Park Bike	E	6.29	651	0	0	35	0	3	0	0	0	0	0	2957	2582	5577
lake	Winfield Park Path	E	0.00	316	14	0	0	0	0	0	0	0	0	0	217	27	291
lake	Woodland Park Path	E	0.81	3441	0	8	2	0	1	0	0	0	0	0	173	2287	2472
lake	Barrington	E	0.00	3142	0	59	0	0	3	6	0	0	0	31	292	678	1043
lake	Riverwoods Bike Paths	E	1.86	9080	0	15	37	3	48	0	55	0	0	182	2873	4508	
lake	Arlington Heights	E	0.00	806	14	16	0	0	0	0	24	0	0	0	1145	2573	4016
lake	none	E	0.28	10453	0	263	19	18	58	0	0	0	0	35	325	637	1016
lake	Bicentennial Park Path	E	0.22	9932	0	66	20	0	43	0	27	0	0	0	183	1801	2156
lake	Riverwoods Bike Path	E	0.04	6394	0	15	23	0	50	0	11	0	0	0	385	1361	2053
lake	Barrington Bikeway	E	0.00	1734	0	34	0	0	3	6	0	0	0	31	48	353	498
lake	Fritchett School Path	E	0.41	8400	37	46	0	0	19	0	5	0	0	126	144	1363	1745
lake	Westgate Park Trail	E	0.56	8158	0	128	0	0	48	0	0	0	0	35	528	1989	2133
lake	Graylake Bike Trails	E	6.08	17590	63	281	125	0	193	0	65	0	0	5	1037	8861	10610
lake	Olsen Park Path	E	0.76	8424	0	183	7	0	103	0	19	0	0	54	200	1862	2534
lake	Rosewood Park Path	E	0.43	5674	0	10	43	3	15	0	7	0	0	0	218	1011	1307
lake	Gateway Path	E	0.19	23467	59	149	14	0	125	0	0	0	0	24	46	348	3702
lake	Willow Stream Park Path	E	0.09	11342	48	38	0	0	41	0	5	0	0	0	258	1285	1715
lake	Willow Stream Park Paths	E	2.76	14578	52	56	0	0	38	0	10	0	0	0	434	1680	2293
lake	Chey Chase Golf Course Path	E	1.71	7508	0	57	0	7	9	0	0	0	0	0	432	1504	2188
lake	Des Plaines River Trail	E	17.84	20115	174	700	78	12	139	164	21	28	0	165	4778	15975	22867
lake	Deerfield Bike Path	E	0.37	9572	0	26	0	0	81	0	12	0	0	0	400	1724	2478
lake	Wheeling P.D. Path	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	8
lake	Gateway Path	E	0.96	12526	74	83	16	0	10	0	0	0	0	16	362	2662	3223
TOTAL MILES OF EXISTING BIKEWAYS: LAKE																	
lake	Island Lake Bicycle Path	P	0.71	1454	0	1	45	0	0	0	0	0	0	0	429	1785	2260
lake	Riverwoods Bike Paths	P	4.20	14636	0	66	54	7	116	0	83	0	0	73	1503	4866	7084
lake	Route 41 Corridor Bike Trail	P	2.08	8084	0	102	112	48	54	86	6	0	0	2	737	3363	4658
lake	West Loop Trail North Shore Extension	P	3.57	15561	0	157	4	0	135	0	296	0	0	3	68	901	5019
lake	Waikiegan Proposed Bike Trails	P	2.91	9669	13	54	0	0	34	0	0	0	0	19	18	211	786
lake	Waikiegan Proposed Bike Trail Route	P	96.21	110210	186	1584	233	122	434	289	56	14	57	65	395	5227	30687
lake	none	P	2.54	16	0	256	18	0	88	0	0	0	0	0	818	2981	4837
lake	none	P	0.01	20805	0	64	35	0	16	172	0	0	0	0	519	4418	5287
lake	Wheeling Bike Path	P	0.00	6090	0	25	0	0	9	0	0	0	0	5	45	161	738
lake	Vernon Hills Bikeways	P	0.85	21394	117	168	48	0	92	185	13	0	0	127	17	393	461
lake	Techy Trail	P	0.00	9212	0	54	0	5	28	0	0	0	0	0	122	534	709
lake	Sleepy Hollow Park Path	P	0.13	9173	0	233	13	4	28	21	0	0	0	0	556	1381	2338
lake	Skokie Valley Trail	P	2.85	8449	0	88	45	0	65	2	9	0	0	0	1028	4360	5945
lake	Vernon Hills Bikeway	P	4.05	24947	159	273	3	17	179	28	105	0	0	127	54	275	670
lake	Vernon Hill Bikeways	P	17.45	24222	243	384	69	0	121	185	13	0	0	148	57	661	1394
lake	Tower Lake Bike/Ped Bridge	P	0.21	2492	0	0	0	0	0	0	0	0	0	0	196	1936	2132
lake	FAP 342 Corridor Trail	P	14.60	22764	0	209	17	42	97	0	38	0	0	239	2095	17584	20478
lake	Fort Sheridan Proposed Trails	P	1.78	12891	0	95	0	4	53	703	0	0	0	0	492	1384	2731
lake	Deer Park Bikeway	P	2.49	5952	8	520	267	15	89	18	0	0	0	6	809	2703	3447
lake	Des Plaines River Trail	P	8.53	21134	8	520	267	15	89	5	41	0	0	151	1112	8650	12970
lake	Green Bay Trail	P	1.78	19891	0	215	22	22	99	709	0	0	0	0	890	2394	4291
lake	Gurnee Bike Trails	P	46.17	43526	70	598	380	14	319	5	96	0	0	343	2037	20615	25014
lake	Grant Addition Trail	P	2.77	4565	0	31	22	0	32	0	0	0	0	177	60	343	2015
lake	Graylake Bike Trails	P	26.12	19555	63	304	151	0	208	0	11	0	0	61	5	83	1406
lake	Cuba Marsh Trail	P	2.21	9251	22	26	0	0	0	4	0	0	0	0	17	836	16364
lake	Barrington Bikeways	P	5.21	6377	0	116	0	0	70	6	0	0	0	31	808	3040	4089
lake	Buffalo Grove	P	0.00	6109	52	34	0	0	12	0	5	0	0	20	374	710	1140
lake	Buffalo Grove	P	0.00	1894	14	16	0	0	0	0	0	0	0	0	365	700	1159
lake	Arlington Hts.	P	1.45	8181	11	229	92	0	70	6	0	0	0	3	31	386	1904
lake	Chain O Lakes Bike Path	P	0.30	9281	0	107	0	60	60	10	0	0	0	0	1036	2415	3853
lake	Concord Homes Trail	P	10.52	29391	52	175	55	7	108	0	195	0	0	135	160	1482	2186
lake	Buffalo Grove Bike Paths	P	0.23	13291	37	38	0	0	42	0	23	0	0	50	41	585	10566
lake	Lyons Woods Trail	P	2.49	12135	0	76	11	0	62	2	4	0	0	0	1197	2235	3598
lake	MC1	P	0.32	1282	0	0	45	0	0	0	0	0	0	0	277	1181	1603
lake	Libertyville Township Trail	P	0.54	11733	0	84	0	9	89	0	192	0	0	1	150	2055	2891
lake	Lincolnshire Trail System	P	10.10	10684	0	157	79	0	171	0	41	0	0	64	1288	6949	9471

Mile Buffer

County	Trail Name	Status	Length	Population	Shop/Mall	UrbanMix	Cult/Ent	Med/Health	Education	Government	Religious	OtherKey	Campus	Slipde	InclusPark	OpenWater	Else	TotalAcres
lake	MCCD1	P	0.2210	2210	0	15	85	0	0	0	0	0	0	0	0	497	982	1559
lake	Praille Wolf Stough Path	P	1.29	864	26	163	8	0	96	0	6	0	0	0	59	369	2842	3602
lake	Red Oak Park Path	P	0.21	623	0	108	0	5	44	0	0	0	0	0	3	233	1116	1532
lake	MCCD2	P	0.17	608	0	0	0	0	0	0	0	0	0	0	120	24	693	848
lake	North Shore Bike Path	P	0.00	20953	0	73	0	0	48	1038	0	0	0	0	0	192	565	1886
lake	Highland Park Trails	P	2.86	22710	0	386	11	25	107	5	11	0	0	0	35	1013	3548	5181
lake	Heller Nature Park Path	P	0.10	4318	0	84	0	0	36	0	0	0	0	0	0	514	1499	2129
lake	Highland Park Country Club Trail	P	0.76	15771	0	370	23	22	81	187	0	0	0	0	7	495	1800	2985
lake	Highland Park Country Club Trail	P	1.76	12657	0	243	30	10	73	0	0	0	0	0	2	612	2976	4248
lake	Island Lake Bicycle Pathway	P	19.47	11901	0	284	133	10	7	0	5	3	0	10	121	817	12967	14418
lake	Libertyville Bike Paths	P	5.44	28411	38	467	0	31	230	0	364	86	54	0	45	2085	8363	11763
lake	IL Beach State Park Path	P	1.35	3635	1	86	0	0	4	5	0	0	0	0	0	1710	766	2575
TOTAL MILES OF PROPOSED BIKEWAYS: LAKE																		
TOTAL MILES OF EXISTING BIKEWAYS: LAKE																		
TOTAL MILES OF PROPOSED BIKEWAYS: MCHENRY																		
TOTAL MILES OF EXISTING BIKEWAYS: MCHENRY																		
mchenry	Prairie Trail	E	6.33	22787	119	281	6	0	180	5	24	0	5	24	460	652	7380	9138
mchenry	Monroe Hills State Park Trail	E	8.91	4102	0	26	0	0	0	0	0	0	0	0	46	2221	3571	5674
mchenry	Fox River Trail	E	0.00	483	0	0	0	0	0	0	0	0	0	0	0	0	0	48
mchenry	Island Lake Bicycle Pathway	E	0.00	210	0	0	0	0	0	0	0	0	0	0	0	0	0	48
mchenry	Lippold Park Trail	E	1.25	10473	0	92	0	0	57	3	39	16	0	20	22	390	2952	3581
mchenry	K11	E	0.04	2559	0	2	0	0	0	0	0	0	0	0	0	180	1073	1235
mchenry	Fairfield Trail North	E	7.50	1878	0	104	247	0	30	0	9	0	0	5	11	236	9925	10567
mchenry	Fairfield Park Trail	E	0.27	2746	61	61	50	12	5	0	0	30	0	0	186	68	1875	2350
mchenry	Icecove	E	0.32	6656	0	9	0	0	58	0	11	0	0	0	0	78	2254	2410
mchenry	Barrington Bikeways	E	0.00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	7
mchenry	Barrington	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
mchenry	Winding Creek Trail	E	1.84	9160	0	10	0	0	58	0	11	0	0	0	221	4091	4391	
mchenry	Chain O Lakes State Park Bike	E	0.00	38	0	0	0	0	0	0	0	0	0	0	0	258	0	258
TOTAL MILES OF EXISTING BIKEWAYS: MCHENRY																		
mchenry	Prairie Trail	P	9.11	20109	46	519	32	43	119	2	14	0	0	24	123	783	11947	13652
mchenry	MCCD3	P	4.62	6418	0	161	0	5	45	0	13	26	0	5	0	53	6603	8911
mchenry	Oak St. Bike Route	P	3.95	7890	0	16	0	0	7	0	2	0	0	0	148	798	6121	7028
mchenry	MCCD4	P	1.74	321	0	0	0	33	0	0	0	0	0	0	0	280	3929	4222
mchenry	River-Chapel Hills Route	P	0.49	3791	0	41	6	0	39	0	0	0	0	0	0	277	2264	2627
mchenry	Streamwood	P	0.00	0	0	0	0	0	0	0	0	0	0	0	0	219	204	423
mchenry	noname	P	4.01	14847	0	30	0	0	96	0	13	0	0	11	160	890	6702	7922
mchenry	Prairie Trail Extension	P	0.86	7026	85	152	0	0	114	3	10	0	0	102	126	2518	3098	
mchenry	Prairie Trail North	P	1.20	1804	0	100	15	0	7	0	0	0	0	0	11	177	3303	3532
mchenry	River-Chapel Hill Rte.	P	5.38	9762	0	100	33	0	56	5	9	0	0	0	0	2579	5681	6763
mchenry	MCCD2	P	91.63	46447	148	899	183	60	437	10	167	101	16	70	464	2157	37875	42597
mchenry	H.U.M.	P	17.22	8007	0	157	0	0	89	3	2	0	0	0	113	339	21349	22052
mchenry	Hebron Trail	P	5.42	1050	0	38	0	0	22	0	6	0	0	0	0	9	7744	7824
mchenry	Island Lake Bicycle Path	P	0.00	478	0	1	5	0	0	0	0	0	0	0	0	119	438	593
mchenry	Bull Valley Rd. Bike Rte.	P	3.89	8922	0	280	127	10	79	3	12	0	0	4	34	362	5843	6754
mchenry	Barrington	P	0.00	488	0	0	0	0	0	0	0	0	0	0	0	599	1079	1706
mchenry	Barrington Bikeways	P	0.00	571	0	0	4	0	7	0	0	0	0	17	5	187	1174	1394
mchenry	Bull Valley Rd Bike Rte.	P	6.51	7824	0	46	36	26	40	0	10	0	0	0	92	1115	8612	10277
mchenry	Island Lake Bicycle Pathway	P	5.07	4745	0	30	5	0	0	0	6	0	0	0	46	1604	4303	6164
mchenry	M4	P	1.10	11019	11	65	8	0	83	0	2	21	22	24	1	293	3511	4066
mchenry	MCCD1	P	3.05	5411	0	2	5	0	34	0	0	0	0	0	0	1092	3381	4521
mchenry	MCCD1	P	12.49	4284	0	51	44	0	23	0	3	0	0	4	95	56	15834	16110
mchenry	M3	P	1.39	6005	0	11	0	0	63	0	2	0	0	0	72	308	3075	3531
mchenry	Lake-in-the-Hills Route	P	4.83	202	0	2	0	0	0	0	0	0	0	0	204	7180	7366	
mchenry	M1	P	0.16	9091	0	9	0	0	90	0	11	11	0	0	0	182	1601	2204
mchenry	M2	P	0.63	5479	0	0	0	0	0	0	0	0	0	0	0	265	2509	2804
TOTAL MILES OF PROPOSED BIKEWAYS: MCHENRY																		
TOTAL MILES OF EXISTING BIKEWAYS: MCHENRY																		
n. central	IL Prairie Path - Main Stem	E	0.00	7022	0	59	0	0	41	0	3	0	0	0	28	16	784	931
n. central	IL Prairie Path	E	1.77	35065	39	271	0	0	120	0	3	0	5	0	423	80	3015	3936
n. central	Harper Road Trail	E	0.00	161	0	0	0	0	0	0	0	0	0	0	0	0	0	73
n. central	IL Prairie Path	E	2.18	53160	0	457	0	83	112	6	6	0	11	16	354	269	3451	4765
n. central	Salt Creek Trail	E	3.53	21458	0	98	0	100	95	67	13	7	2	6	299	829	3769	4765
n. central	Sports Core Trail	E	0.00	239	0	0	0	0	0	0	0	0	0	0	0	41	442	483
n. central	Poplar St. Viaduct	E	0.00	2194	0	8	0	0	3	0	0	0	0	0	0	10	334	355
n. central	Salt Creek Greenway Trail	E	0.00	352	0	10	0	0	0	0	0	0	0	0	0	5	285	300
n. central	Forest Glen Trail	E	0.00	649	0	10	0	0	0	0	0	0	2	0	0	151	802	965
n. central	Conti Parkway	E	5.29	33814	39	201	27	0	188	0	7	0	0	1	0	625	1795	2893

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	Urban/Mix	Cult/Ent.	Med/Health	Education	Government	Religious	Other/Key	Cameras	Single	Indus/Park	Open/Water	Else	Total/Acre
n. central	Fulkerson Trail	E	0.00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	91
TOTAL MILES OF EXISTING BIKEWAYS: N. CENTRAL 12.7782715																		
n. central	Salt Creek Greenway Trail	P	0.00	416	0	9	0	0	0	0	0	0	0	0	0	0	5	460
n. central	Columbus Park Path	P	0.00	17524	0	90	0	0	21	0	12	0	0	0	0	0	25	692
n. central	Centennial Trail	P	0.00	470	0	0	0	4	0	0	0	0	0	0	0	0	32	23
n. central	York Road Trail	P	0.00	3	0	0	0	0	0	0	0	0	0	0	0	0	179	180
n. central	York Rd./22nd St. Trail	P	0.00	412	0	10	0	0	0	0	0	0	0	0	0	0	77	607
n. central	Augusta Lane	P	0.00	13531	0	49	0	10	39	0	7	0	0	0	0	0	92	790
n. central	Salt Creek Extension	P	0.00	5757	0	32	0	4	9	24	7	0	0	0	0	0	380	837
n. central	IL Prairie Path Extension	P	0.31	25153	0	239	0	20	70	0	13	0	5	11	37	251	1749	
n. central	Des Plaines River Trail Extension	P	2.44	31521	65	245	15	280	82	67	8	7	70	22	50	614	2606	
n. central	Hanger Road Trail	P	0.00	356	0	10	0	0	0	0	0	0	0	0	0	0	15	395
n. central	Riverside Bike Route	P	0.00	636	0	0	0	4	0	0	0	0	0	0	0	0	105	39
n. central	LaGrange Park Pathway	P	0.34	12910	0	78	0	6	53	44	3	0	0	0	204	624	1168	
n. central	Des Plaines River Trail	P	5.07	66159	80	608	85	60	408	12	30	0	6	28	584	1498	5071	
TOTAL MILES OF PROPOSED BIKEWAYS: N. CENTRAL 8.16																		
TOTAL MILES OF E & P BIKEWAYS: NORTH CENTRAL 20.9385224																		
northshore	Riverwoods Bike Paths	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
northshore	Northbrook East	E	0.46	4287	0	71	55	0	22	1	4	0	0	0	0	0	1128	1199
northshore	Rosewood Park Path	E	0.00	34	0	0	0	0	0	0	0	0	0	0	0	0	37	7
northshore	Roosevelt Park	E	1.42	15511	0	211	10	3	72	381	18	0	60	20	0	374	1856	
northshore	North Branch Connection	E	0.00	4708	0	12	0	0	24	0	0	0	0	0	2	47	572	
northshore	Mt. Prospect	E	0.00	57	0	5	0	0	0	0	0	0	0	0	0	76	15	
northshore	North Chamel Path	E	0.00	1568	0	35	0	0	0	0	0	0	0	0	0	0	136	
northshore	North Branch Trail	E	12.21	50246	117	498	57	0	349	57	49	0	126	21	332	3681	7190	
northshore	Sheldon Rd. Path	E	4.08	23277	0	147	9	0	124	9	32	0	0	0	0	0	570	
northshore	Wheating P.D. Path	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
northshore	Wheatliffe Park Trail	E	0.00	860	0	8	0	0	0	0	0	0	0	0	0	0	0	
northshore	Noname	E	0.00	44	0	0	0	0	0	0	0	0	0	0	0	0	0	
northshore	Wilmette	E	5.11	50161	38	305	78	35	364	19	29	0	23	0	0	247	0	
northshore	Skokie River Trail	E	9.38	10818	37	136	156	0	55	7	10	0	121	32	0	1608	5021	
northshore	Skokie	E	5.00	64524	132	518	14	63	272	0	3	0	21	11	393	480	5014	
northshore	Stratford School Path	E	0.00	151	0	8	0	0	0	0	0	0	0	0	0	0	42	
northshore	Skokie Valley Trail	E	0.01	1815	78	70	104	0	3	0	0	0	0	0	0	0	70	
northshore	Monon Grove	E	11.77	18191	32	210	0	0	50	0	15	0	64	9	0	323	370	
northshore	Glenview	E	7.85	39978	60	432	15	3	208	438	41	0	124	26	0	1143	1868	
northshore	Green Bay Trail	E	1.14	11361	0	66	33	0	46	5	3	0	0	0	0	1609	5013	
northshore	Glenview Road Trail	E	5.65	36359	0	231	144	6	205	12	38	0	0	0	0	1076	5127	
northshore	Flick Park Trail	E	1.37	6	0	172	6	62	60	16	0	0	72	28	0	1016	2309	
northshore	Cherry Chase Golf Course Path	E	0.49	66	5	0	0	0	125	112	45	0	29	59	63	174	1596	
northshore	Buffalo Grove Bike Paths	E	0.00	160	0	0	0	0	0	0	0	0	0	0	0	130	131	
northshore	Evanson Access	E	0.00	12469	0	90	0	16	8	0	0	0	0	0	0	342	11	
northshore	Evanson	E	32.81	102379	54	750	57	81	498	11	24	0	0	0	329	690	6216	
northshore	Kenneth	E	0.41	14155	0	91	6	0	103	7	6	0	0	0	0	165	1622	
northshore	Johns Park	E	1.99	24417	0	173	10	6	108	44	29	0	62	3	0	362	2758	
northshore	Huber Lane Trail	E	0.84	15055	0	77	10	0	71	32	43	0	26	52	0	312	1754	
northshore	Lany Frk Park Path	E	0.80	1229	41	49	54	0	0	0	0	0	31	6	0	62	153	
northshore	Linochwood	E	1.62	7016	33	178	0	0	20	178	0	0	0	0	0	253	118	
northshore	Skokie	U	0.50	16098	42	172	0	0	32	0	0	0	0	0	366	139	1433	
TOTAL MILES OF EXISTING BIKEWAYS: N. SHORE 104.9131778																		
northshore	Monon Grove	P	0.00	55260	93	552	0	0	295	13	28	0	179	10	391	1373	4492	
northshore	Noname	P	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
northshore	Buffalo Grove Bike Paths	P	0.00	258	0	0	0	0	0	0	0	0	0	0	0	379	40	
northshore	Wilmette	P	0.50	15560	0	131	59	21	105	7	11	0	0	0	0	220	1089	
northshore	Wheeling Bike Path	P	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
northshore	Red Oak Park Path	P	0.00	1915	154	21	0	0	3	0	0	0	0	0	0	102	427	
northshore	Highland Park Trails	P	0.00	1548	19	69	143	0	3	0	0	0	0	0	0	0	259	
northshore	Green Bay Trail	P	1.06	32754	0	265	48	28	152	7	13	0	75	13	0	419	259	
northshore	Techny Trail	P	11.56	51003	156	620	38	41	367	834	142	0	534	20	559	1973	7493	
northshore	Northbrook East Phase II	P	0.52	4908	0	121	150	0	23	1	0	0	89	22	0	1078	1179	
TOTAL MILES OF PROPOSED BIKEWAYS: N. SHORE 13.9301275																		
northshore	Noname	K	3.08	45770	0	346	60	28	275	14	14	0	0	0	0	305	2979	
TOTAL MILES OF E & P BIKEWAYS: NORTH SHORE 121.822288																		
northwest	Monon Grove	E	0.00	2157	0	16	0	0	0	0	0	0	0	0	0	0	7	
northwest	Lexington Park Path	E	0.00	5438	1	23	0	0	18	0	2	0	19	0	0	144		

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	Urban/Mix	Cult/Ent	Med/Health	Education	Government	Religious	Other/Key	Campus	Single	Indus/Park	Open/Water	Esse	Total Acres
northwest	Kilmer Park Path	E	0.24	21070	0	168	0	0	61	0	3	0	45	14	0	100	1738	2130
northwest	Mt. Prospect	E	16.12	103198	201	705	17	59	540	13	33	0	534	34	1020	754	10196	15105
northwest	North Branch Connection	E	0.00	0	3	0	0	0	0	0	0	0	0	0	30	4	11	68
northwest	Newport Blvd. Bike Path	E	0.26	7945	0	81	3	0	4	12	13	0	0	0	0	61	1310	8698
northwest	Ned Brown F.P. Trail	E	7.50	24340	264	191	5	36	171	23	17	0	751	39	79	3645	3277	8698
northwest	Glenview	E	0.00	507	0	0	0	0	5	0	0	0	0	0	0	0	4	37
northwest	Rick Park Trail	E	0.00	862	0	2	0	0	14	0	2	0	0	0	0	0	290	44
northwest	Elk Grove	E	18.98	55239	122	244	67	36	245	36	34	0	106	10	2070	2611	7031	15534
northwest	Hoffman Estates	E	3.35	39555	148	314	46	24	235	43	29	0	179	9	0	735	4100	5892
northwest	Johns Park	E	0.00	7275	0	128	0	0	13	0	0	0	0	0	0	8	461	660
northwest	Ilasca Bike Route	E	0.00	1785	0	0	0	0	0	0	0	0	0	0	2	18	358	457
northwest	Huber Lane Trail	E	0.00	6908	2	52	0	0	38	0	2	0	0	0	0	5	475	574
northwest	North Branch Trail	E	2.19	12367	14	222	0	11	57	16	13	0	0	0	513	278	1110	2247
northwest	Wheeling P.D. Path	E	0.49	12331	0	237	5	0	96	12	0	0	124	10	404	168	1339	2397
northwest	Twin Grove Park Path	E	0.00	809	1	12	0	0	3	0	0	0	0	0	0	13	78	125
northwest	Turner Park Bikepath	E	0.49	6584	0	36	0	0	15	0	3	0	0	0	84	23	1268	1442
northwest	Willow Stream Park Path	E	0.00	2562	0	36	0	0	5	0	3	0	19	0	0	36	286	365
northwest	Ponoma	E	0.00	5608	0	102	0	0	4	0	3	0	53	11	0	92	709	974
northwest	Winfield Park Path	E	0.10	12553	33	110	0	0	58	110	0	0	338	76	0	66	1154	1833
northwest	Willow Stream Park Paths	E	0.00	6242	1	47	0	0	18	0	3	0	19	0	0	40	587	715
northwest	Rolling Meadows	E	7.73	43253	276	353	363	45	388	87	35	0	937	94	306	2147	6456	11525
northwest	Pritchett School Path	E	0.00	6539	0	45	0	18	0	0	3	0	4	1	0	16	568	685
northwest	Palatine	E	12.44	61409	101	446	15	16	460	23	57	47	146	49	318	2037	8364	12078
northwest	Schaumburg	E	64.69	130160	554	984	141	70	401	62	92	0	1113	98	439	3661	15668	23503
northwest	Turnberry Manor Trail	E	0.47	2827	0	25	0	0	3	0	0	0	0	14	102	16	1247	1420
northwest	Streamwood	E	6.91	45181	148	300	44	0	173	22	12	0	34	20	0	1998	6468	9217
northwest	Stearns Rd. Bike Path	E	0.00	1925	0	3	0	0	0	0	0	5	0	0	0	0	32	548
northwest	Devon Ave. Bike Path	E	0.76	9363	0	92	3	0	19	12	22	0	0	0	0	142	1548	1645
northwest	Clauss Rec. Area Bike Route	E	0.00	184	0	7	0	0	3	0	0	0	0	0	16	2	83	121
northwest	Chevy Chase Golf Course Path	E	0.03	7225	0	135	5	19	0	4	0	0	91	10	4	57	635	1170
northwest	Barrington Bikeways	E	0.08	5104	0	102	5	0	29	0	4	0	0	0	0	394	1084	1599
northwest	Barrlett Rd. Bike Path	E	0.30	2158	0	49	53	0	0	5	0	4	0	0	0	246	1919	2265
northwest	Barrlett Rd. Bike Path	E	0.21	5273	0	52	3	0	15	0	22	7	0	0	0	104	1047	1270
northwest	Buase Woods Bicycle Trail	E	3.05	16212	42	112	0	0	201	4	0	0	167	0	463	2249	4574	4512
northwest	Buffalo Grove Bike Paths	E	3.34	41653	33	409	0	19	150	0	3	0	364	89	38	230	3610	5143
northwest	Buffalo Grove	E	1.82	33785	33	250	4	0	53	0	3	0	343	76	0	151	2918	3685
northwest	Cambridge Park Path	E	0.08	22845	0	142	0	0	0	0	0	0	0	0	0	71	1838	2104
northwest	Des Plaines	E	2.16	34907	79	200	0	187	0	0	22	0	195	9	409	251	3185	4537
northwest	Apple Orchard Bike Path	E	0.00	504	0	1	0	0	0	0	0	0	0	0	0	5	123	129
northwest	Adirondack Hts	E	26.50	131139	368	916	223	83	553	92	55	0	870	102	178	1360	12658	17480
northwest	Des Plaines River Trail	E	2.29	27655	0	235	30	0	188	0	10	3	105	27	75	1263	2544	4487
northwest	Barrington	E	0.92	54077	0	102	5	0	29	0	4	0	2	0	0	462	1208	1610
northwest	Ranger Park Path	U	0.56	21361	138	188	0	0	51	0	8	0	0	0	0	105	1885	2886
TOTAL MILES OF EXISTING BIKEWAYS: NORTHWEST																		
northwest	Roselle/Town Acres Route	P	0.79	7333	36	23	0	15	0	0	3	0	0	0	75	41	1401	1584
northwest	Roselle/Trinity Luth. Trail	P	0.20	43523	138	402	0	19	129	0	10	0	282	16	47	226	4569	5638
northwest	Roselle/Turner Av. Route	P	0.00	760	0	7	0	0	0	0	1	0	0	0	0	11	106	116
northwest	Roselle/Waterbury Route	P	0.00	398	0	0	0	0	2	0	0	0	0	0	7	3	65	114
northwest	Roselle/Meira Bike Trail	P	0.00	414	0	0	0	0	3	0	0	0	0	0	16	11	593	536
northwest	Roselle/Rock Run Park Trail	P	0.00	3337	0	6	0	0	1	0	0	0	0	0	0	20	528	556
northwest	Roselle/Medinah Rd. Trail	P	0.00	2	0	0	0	0	0	0	0	0	0	0	13	0	42	55
northwest	Roselle/Medinah Sping Route	P	0.03	7444	37	0	0	0	11	0	0	0	0	0	68	39	866	1044
northwest	Roselle/Squire Ln. Trail	P	0.00	1349	0	0	0	0	0	0	0	0	0	0	32	4	153	159
northwest	Roselle/Summerfields Route	P	0.00	760	0	7	0	0	7	0	3	0	0	0	110	639	764	366
northwest	Roselle/Roderburg Rd. Trail	P	0.20	1885	0	6	0	0	3	0	0	0	0	0	179	18	1035	1252
northwest	Roselle/Soc Line Trail	P	0.82	4870	0	28	0	0	7	1	6	0	0	0	281	38	1958	2007
northwest	Roselle/Waterbury Sub. Route	P	0.00	1519	0	0	0	0	0	0	0	0	0	0	13	0	109	123
northwest	Tower Dr. Path	P	0.63	24286	142	213	0	58	0	0	25	0	0	0	1	11	668	668
northwest	Techry Trail	P	0.00	3607	0	31	0	0	12	0	9	13	0	0	486	88	236	682
northwest	Wheeling Bike Path	P	2.08	18909	0	254	5	19	131	12	7	0	124	11	314	179	1671	2920
northwest	Barrington	P	6.85	9200	0	151	5	12	39	0	14	0	20	5	45	1617	3307	5215
northwest	Barrington Bikeways	P	1.89	6708	0	144	5	12	39	0	14	0	20	2	45	489	1601	2381
northwest	Streamwood	P	20.90	63178	180	391	145	40	181	33	45	0	34	24	0	4112	10874	16038
northwest	Buffalo Grove	P	3.43	45926	38	323	0	18	150	0	3	0	327	77	1	170	3811	4919
northwest	Salt Creek Trail	P	0.19	7577	4	50	0	0	28	0	4	0	13	0	412	67	829	1407

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	Urban/Mix.	Cult/Ent.	Med/Health	Education	Government	Religious	Other/Key	Campus	Single	Indus/Park	Open/Water	Eise	Total Acres	
northwest	Roselle/West End Rd. Trail	P	0.00	1444	0	13	0	0	4	0	0	0	0	0	89	25	522	653	
northwest	Arlington Hts	P	23.17	140050	372	1021	359	63	528	90	65	0	0	119	0	653	1769	18300	
northwest	Schaumburg Bike Route	P	0.33	2776	0	0	0	0	7	2	3	0	0	0	223	32	1076	1469	
northwest	Schaumburg	P	19.18	128737	525	985	161	70	544	73	97	95	1258	154	522	4040	17259	25703	
northwest	County Farm Rd. Bike Path	P	0.00	3	0	0	0	0	4	12	0	0	0	0	0	0	45	497	
northwest	Commonwealth Edison ROW	P	0.00	6816	0	3	0	0	4	12	0	0	0	0	0	0	64	1147	
northwest	Hoffman Estates	P	4.54	39173	148	361	11	26	199	28	22	0	245	53	56	1673	4947	7170	
northwest	Cuba Marsh Trail	P	0.00	0	0	0	0	0	3	0	0	0	0	0	0	0	25	466	
northwest	Central Roselle Bike Route	P	0.00	2921	0	13	0	0	4	0	3	0	0	0	4	20	417	461	
northwest	Central Roselle Bike Path	P	0.00	2928	0	10	0	0	4	0	0	0	0	0	0	0	20	459	
northwest	Chauburg Park Trail	P	0.00	188	0	0	0	0	2	0	2	0	0	0	13	11	418	448	
northwest	Monon Grove	P	0.54	21859	94	248	5	0	95	4	16	0	0	0	393	60	1742	2534	
northwest	Dear Park Bikeway	P	0.05	1915	0	0	0	0	2	0	0	0	0	0	0	0	675	854	
northwest	Elk Grove	P	3.14	28287	50	116	87	36	71	17	30	0	16	10	75	850	3992	5050	
northwest	Eaton Lane	P	0.00	1130	0	27	0	0	0	0	0	0	0	0	0	0	142	228	
northwest	Devon Ave. Bike Path	P	0.81	14332	0	112	3	0	23	14	30	18	0	0	0	246	210	487	
northwest	Des Plaines River Trail	P	0.00	2501	0	16	0	0	12	0	0	0	1	10	0	0	519	522	
northwest	Greenbrook Blvd. Bike Path	P	0.00	1299	0	2	0	0	0	0	0	0	0	0	0	0	11	1974	
northwest	Harvor Park	P	0.43	22440	132	175	0	0	68	0	8	0	27	7	0	55	829	1081	
northwest	FAP 342 Corridor Trail	P	0.03	14087	0	163	0	0	3	0	3	0	0	0	0	0	0	16	
northwest	Gooselake Park Trail	P	0.00	50	0	4	0	0	0	0	0	0	0	0	0	0	0	472	
northwest	Central Ave. Bike Path	P	0.00	2068	0	3	0	0	3	0	0	0	0	0	0	0	0	1005	
northwest	Roselle/Kennedy Park Trail	P	0.00	751	0	0	0	0	3	0	3	0	0	0	16	11	662	695	
northwest	Roselle/Lake Park E. Route	P	0.00	48	0	0	0	0	0	0	0	0	0	0	4	0	61	65	
northwest	Roselle/Fremont Trail	P	0.00	1735	0	17	0	0	4	0	0	0	0	0	148	25	742	934	
northwest	Roselle/Howard St. Route	P	0.00	1449	0	5	0	0	3	0	3	0	0	0	0	0	226	226	
northwest	Roselle/Milton Park Route	P	0.55	5499	0	23	0	0	15	0	0	0	0	0	198	25	1337	1489	
northwest	Roselle/Medinah Hills Trail	P	1.35	11860	48	21	0	0	22	2	3	0	0	0	75	84	1567	1822	
northwest	Roselle/Lake Park E. Trail	P	0.00	1048	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
northwest	Roselle/Lake Park West Trail	P	0.00	8	0	0	0	0	4	0	0	0	0	0	0	0	0	472	
northwest	Roselle/Devon Av. Route	P	0.78	9937	37	23	0	0	15	109	5	0	482	86	71	55	1619	1623	
northwest	Buffalo Grove Bike Paths	P	1.60	40946	47	440	5	19	109	5	25	0	32	4	189	336	3476	4886	
northwest	Palatine	P	1.14	313	43	313	15	16	130	5	25	0	0	0	0	0	36	270	
northwest	Buffalo Grove Bike Trails	P	0.00	2546	0	35	0	0	1	0	0	0	1	0	0	0	0	384	
northwest	Newport Blvd. Bike Path	P	0.00	1843	0	33	3	0	2	12	0	0	0	0	0	0	7	446	
northwest	Roselle/Bryn Mawr Trail	P	0.00	760	0	0	0	0	3	0	0	0	0	0	0	0	14	98	
northwest	Roselle/Bryn Mawr Route	P	0.00	800	0	1	0	0	0	0	0	0	0	0	0	0	13	107	
northwest	Rolling Meadows	P	1.05	19280	76	64	166	9	141	30	22	0	77	3	22	195	2278	3083	
northwest	TOTAL MI. OF PROPOSED BIKEWAYS: NORTHWEST		98.984092																
northwest	noname	K	0.08	10402	0	205	0	0	42	3	8	0	0	0	0	0	151	1690	2099
northwest	TOTAL MILES OF E & P BIKEWAYS: NORTHWEST		285.28469																
south	Kelly Field Path	E	0.00	2370	0	1	0	0	43	0	0	0	0	0	0	0	11	328	
south	Kelly Park Path	E	0.00	5108	0	16	0	0	48	0	0	0	0	0	0	0	10	694	
south	Thorn Creek Trail (North)	E	4.79	23225	0	245	0	4	124	0	25	0	0	0	5	2787	3811	7001	
south	Thorn Creek Trail (South)	E	7.41	38981	119	409	10	78	194	7	39	0	0	16	54	1942	3949	6715	
south	Tinley Creek Bicycle Trail	E	1.98	13946	16	168	0	165	43	0	0	0	0	2	40	1358	2454	4257	
south	Tinley Creek	E	3.54	7916	0	46	0	35	75	58	11	0	50	0	0	1321	2871	4446	
south	Homeood Park District Path	E	2.95	20784	108	313	7	5	58	13	5	8	18	0	11	467	2899	3912	
south	SSW4	E	0.08	9560	0	30	6	0	78	0	0	0	0	0	0	101	1086	1301	
south	SSW2	E	0.33	11713	57	103	3	66	63	3	13	0	1	21	49	266	1757	2402	
south	SSW1	E	0.42	17120	47	168	5	66	52	3	31	0	0	26	50	344	1728	2530	
south	Park Forest Bike Routes	E	3.13	24411	80	250	5	66	107	4	33	0	0	41	50	519	3040	4185	
south	McCarty Park-Centennial Park	E	1.47	20144	73	98	6	59	44	4	9	0	1	11	26	408	2215	2916	
south	Olympia Fields Bike Route	E	3.70	19796	60	283	0	101	171	3	85	0	50	30	41	598	3948	5344	
south	Park Forest Bike Route	E	5.94	32892	133	281	5	71	196	10	50	0	10	24	50	1558	4118	6509	
south	Country Club Hills Community Park	E	1.89	12273	0	75	0	0	110	0	0	0	0	0	55	155	2577	2972	
south	University Park Trails	E	8.07	6918	0	86	0	0	199	4	16	0	0	0	0	1172	4578	6088	
south	Airbourne Hills Path	E	0.00	4198	0	13	0	0	0	0	0	0	0	0	0	0	11	462	
south	unknown	E	0.08	12141	48	136	5	66	35	7	21	0	0	23	50	292	1414	2097	
south	Beverly Historic Route	E	0.00	3443	0	40	0	0	0	0	0	0	0	0	0	0	0	368	
south	Tinley Creek Trail	E	6.11	33272	130	197	7	69	161	10	58	0	27	16	3	2439	4528	7865	
south	Alisp Park District Bicycle Path	E	0.00	485	0	1	0	0	0	0	0	0	0	0	0	0	0	80	
south	Gowans Park Path	E	0.94	18930	0	162	10	9	84	0	23	0	13	0	38	372	1738	2449	
south	Esle Ridge Bike Path	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	
south	Apple Trail	E	1.88	17881	23	95	0	7	178	20	6	55	11	9	60	477	1973	2915	
south	Old Plank Rd. Tr.	U	0.09	1789	0	3	0	0	0	0	0	0	0	0	0	0	24	1085	
south	Harvard Greenway Path	U	4.83	41857	10	562	22	29	159	0	12	0	12	10	185	421	4687	6119	

Mile Buffer

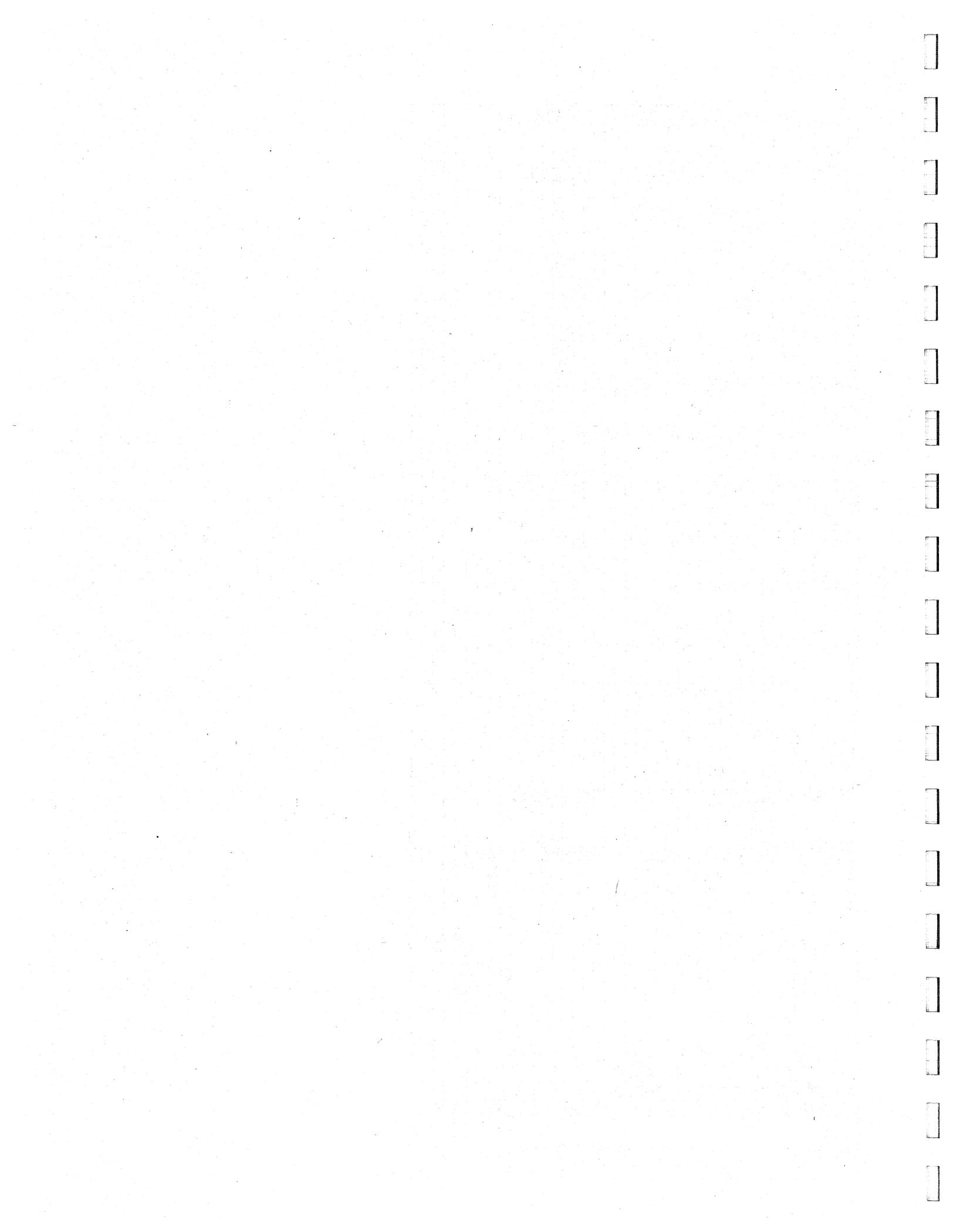
Council	Trail Name	Status	Length 60.6316203	Population	Shop/Mall	Urban/Mix	Coll/Ent	Med/Health	Education	Government	Religious	Other/Key	Campus	Single	Indus/Park	Open/Water	Else	Total/Acres	
	TOTAL MILES OF EXISTING BIKEWAYS: SOUTH																		
south	SSW3	P	3.28	20201	22	78	6	329	61	0	0	0	0	1	0	67	325	4114	
south	SSW4	P	0.49	14608	0	31	6	0	97	0	0	0	0	1	0	0	232	2080	
south	Western Ave. Lane	P	0.00	8407	0	73	0	0	7	0	0	0	0	0	0	0	6	827	
south	Tinley Creek Trail	P	10.78	37566	16	400	125	185	217	0	19	0	0	0	11	18	4551	7157	
south	Tinley Creek	P	0.83	4801	0	8	0	0	25	0	3	0	0	0	0	0	2125	1027	
south	Western Extension	P	0.67	10704	72	24	0	5	63	4	8	0	0	0	0	0	998	1640	
south	SSW6	P	0.00	6680	0	11	0	0	29	0	0	0	0	4	0	0	218	749	
south	Satree Sports Complex Trail	P	0.47	12585	0	108	0	0	37	40	34	0	0	0	0	64	254	1890	
south	Thom Creek Trail	P	6.23	36908	23	595	6	24	303	9	14	55	0	31	0	344	3475	4858	
south	Floresmoor Bikeway	P	10.43	35920	30	347	43	44	263	16	72	3	73	4	0	0	1408	5990	
south	Dynasty Trails Bikeway	P	1.06	16452	19	104	34	46	149	6	15	0	0	0	0	0	287	2354	
south	Harvey Greenway/Bikeway	P	0.78	22069	36	777	22	28	263	0	11	0	0	12	12	866	531	9783	
south	Harvey Boulevard System	P	0.00	4000	0	47	6	0	1	0	0	0	0	0	0	0	168	461	
south	Greenwood Bike Path	P	0.00	11713	18	130	0	27	84	0	45	0	0	0	0	0	941	5521	
south	Butterfield Creek Trail	P	3.87	18989	0	244	0	0	102	5	2	0	0	52	0	28	675	1787	
south	Burnham Prairie Path	P	0.66	7295	0	49	31	0	15	0	0	0	0	0	0	0	1334	889	
south	Conrad Bikeway	P	0.02	15	0	0	0	0	26	0	0	0	0	0	0	0	345	1934	
south	Butterfield Creek Trail	P	1.46	6582	0	21	0	0	26	0	0	0	0	0	0	0	219	3403	
south	Pepperwood Path	P	2.00	3554	0	0	0	0	26	0	0	0	0	0	0	0	11	409	
south	Orland Park Bikeway	P	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	133	
south	Preservation Path	P	0.00	9418	126	267	0	27	79	2	44	0	20	16	0	0	836	3138	
south	Richard Park Greenway Trails	P	0.01	8470	43	126	0	0	59	0	23	0	10	4	0	0	81	1970	
south	Richard Park Greenway Trails	P	29.66	28238	148	424	5	84	221	7	53	0	27	23	0	0	771	9778	
south	Lansing	P	24.53	50285	224	795	37	5	202	0	43	0	7	0	241	0	3545	1718	
south	Irons Oaks Bike Trail	P	0.55	8024	0	55	0	0	53	0	6	1	6	23	0	0	572	1896	
south	Old Plank Road Trail	P	5.47	32183	181	472	5	66	162	10	49	0	27	42	50	560	7117	8741	
	TOTAL MILES OF PROPOSED BIKEWAYS: SOUTH 113.722749																		
south	noname	K	0.00	6900	126	253	0	0	36	2	5	0	18	16	0	0	60	1463	2001
	TOTAL MILES OF E & P BIKEWAYS: SOUTH 174.35																		
southwest	Kelly Park Path	E	0.88	7888	0	102	0	0	10	0	0	0	0	0	0	0	199	1491	
southwest	Kelly Field Path	E	0.25	7378	8	84	0	0	10	0	0	0	0	0	0	0	186	1525	
southwest	McCarty Park/Centennial Park	E	0.00	498	0	16	0	0	0	0	0	0	0	0	0	0	2	90	
southwest	Lake Shore Park Path	E	0.27	24783	0	219	0	0	98	6	12	0	0	4	0	0	78	1908	
southwest	John Humphrey Trail	E	0.13	6101	146	283	21	5	53	0	3	0	0	5	0	0	565	1089	
southwest	Edge Ridge Bike Path	E	1.46	501	0	0	0	0	0	0	0	0	0	0	0	0	273	1944	
southwest	Discovery Park Trail	E	0.97	1410	0	5	0	0	0	0	0	0	0	0	0	0	11	2343	
southwest	John Humphrey Bike Trail	E	3.91	12529	213	384	21	11	53	61	3	0	0	19	50	62	601	1611	
southwest	M-M Canal Trail	E	6.16	7367	0	138	57	26	27	0	3	0	0	32	3177	3078	6538		
southwest	Tinley Park Trail	E	0.00	4023	0	0	0	0	12	0	0	0	0	0	0	0	1238	751	
southwest	Tinley Creek Trail	E	3.18	21702	31	129	2	6	88	0	10	0	0	7	31	312	3353	6969	
southwest	Wolfe Wildlife Refuge Path	E	1.53	26340	17	230	2	6	143	0	17	0	0	0	69	66	2459	3010	
southwest	Waterfall Glen Trail	E	0.00	62	0	17	0	0	0	0	4	0	0	0	0	0	108	316	
southwest	Tinley Creek Bicycle Trail	E	3.79	13890	0	88	2	0	65	0	11	0	0	5	3	3001	2385	5590	
southwest	Orland Park Bikeway	E	0.17	168	0	27	6	0	0	7	0	0	0	6	62	601	1611	2220	
southwest	Orland Park Area Bikeways	E	1.60	6544	15	53	5	11	2	48	0	0	0	18	62	252	6391	8655	
southwest	Summit Park Pathway	E	0.00	86	0	1	0	0	1	0	0	0	0	0	0	0	18	229	
southwest	SSW4	E	0.18	6382	0	37	0	0	10	0	0	0	0	0	0	0	16	958	
southwest	Ale Crown Forest Bicycle Trail	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	21	91	
southwest	Community Park	E	0.83	9219	0	156	0	38	53	6	8	0	0	21	0	0	197	2070	
southwest	Ashbourne Hills Path	E	0.65	10431	18	114	0	0	10	0	0	0	0	0	0	0	65	1732	
southwest	Burr Ridge Bike Path	E	0.00	1588	0	0	0	0	4	0	2	0	0	0	0	0	6	525	
southwest	Burr Ridge Bike Route	E	0.00	969	0	0	0	0	0	0	2	0	0	0	0	0	78	568	
southwest	Ale Crown Bicycle Trail	E	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	16	63	
southwest	Brown Park-Doogan Park Connect	E	0.61	6116	41	146	21	11	42	32	0	0	0	4	0	0	474	1969	
southwest	Beverly Historic Route	E	0.00	3182	35	48	7	2	0	0	0	0	0	0	0	0	187	402	
southwest	Alsip Park District Bicycle Path	E	2.36	19301	0	400	16	0	53	10	10	0	7	9	594	117	2339	3545	
southwest	91st Street Path	E	0.00	272	0	0	0	0	0	0	0	0	0	0	0	0	224	502	
southwest	Centennial Trail	U	5.66	10816	0	186	63	13	61	0	195	0	0	0	0	29	3087	4875	
southwest	Tinley Creek Bicycle Trail	U	1.46	12034	0	152	0	38	50	6	8	0	0	21	0	0	782	2703	
southwest	Community Park	U	0.15	8377	0	165	0	38	68	6	7	0	0	21	0	202	1689	2194	
	TOTAL MILES OF EXISTING BIKEWAYS: SOUTH WEST 38.1287828																		
southwest	SSW3	P	1.02	14642	7	100	0	6	24	0	0	0	0	2	0	0	748	1935	
southwest	SSW5	P	0.57	13112	0	13	0	0	50	0	5	0	0	0	0	0	821	1945	
southwest	SSW4	P	4.55	16529	120	163	9	11	52	61	0	0	0	27	62	955	5148	6608	
southwest	135th St. Trail	P	0.16	279	0	0	0	0	0	0	0	0	0	0	0	4	629	683	

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	Urban/Mk.	Cult/Ent.	Med/Health	Education	Government	Religious	OtherKey	Campus	Single	Indus/Park	Open/Water	Else	Total/Acres
southwest	Woodward Ave. Extension Trail	P	0.00	9	0	0	0	0	0	0	0	0	0	0	0	183	61	224
southwest	Westem Ave. Lane	P	0.59	12066	35	105	7	15	35	0	0	0	0	0	0	0	1454	1048
southwest	SSW/6	P	4.82	16480	0	137	2	18	155	0	14	0	0	0	30	3410	2242	6003
southwest	Summit Park Pathway Extension	P	0.00	599	0	111	0	0	15	0	0	0	0	0	0	49	620	695
southwest	Rt. 83 Bridge	P	0.11	44	0	62	0	0	0	0	3	0	0	0	32	654	409	1160
southwest	Greshamwood Bike Path	P	1.06	8597	0	152	0	13	60	0	4	0	0	0	129	381	1252	1969
southwest	Davy Road/955 Bikeway	P	0.00	11	0	0	0	0	0	0	0	0	0	0	0	291	190	481
southwest	Centennial Trail	P	2.75	14935	0	210	5	15	66	0	195	0	0	0	32	2414	6042	8679
southwest	I-355 Path	P	0.00	36	0	36	0	0	16	0	0	0	0	0	0	944	2682	3105
southwest	Conral Bikeway	P	0.00	1225	9	24	6	0	0	0	0	0	0	0	0	139	66	257
southwest	John Humphrey Extension	P	1.23	6840	121	184	47	0	53	0	3	0	0	1	0	1094	1793	3395
southwest	Orland Park Area Trails	P	5.21	23577	14	76	31	0	111	0	10	0	0	0	24	3245	4622	8533
southwest	Orland Park Bikeway	P	3.37	1866	37	39	6	11	10	56	0	0	0	17	62	1046	3657	5131
southwest	Peppanwood Path	P	1.13	9054	39	115	0	0	10	24	0	0	0	0	0	181	1937	2506
southwest	Calumet Sag Trail	P	4.27	1400	0	64	18	0	108	0	7	0	0	0	32	5501	1077	6603
southwest	Orland Park Area Bikeway	P	4.13	9022	0	80	33	0	66	0	3	0	0	0	0	1715	3525	5408
southwest	Orland Park Area Bikeway	P	9.97	9293	9	69	34	11	20	42	0	0	0	21	62	1042	6117	9427
TOTAL MI. OF PROPOSED BIKEWAYS: SOUTHWEST 47,175,689																		
TOTAL MILES OF E & P BIKEWAYS: SOUTHWEST 85,504,416																		
will	DuPage River Greenway	E	1.14	14581	2	99	0	4	70	16	13	0	0	0	0	264	2664	3192
will	Kankakee River State Park	E	1.18	77	0	0	0	0	0	0	0	0	0	0	0	458	917	1375
will	W4	E	0.06	2621	0	34	0	0	2	0	0	0	0	2	4	757	1277	2076
will	Discovery Park Trail	E	0.00	398	0	0	0	0	0	0	0	0	0	0	0	24	855	879
will	Eagle Ridge Bike Path	E	0.10	151	0	16	0	0	0	0	0	0	0	0	0	0	1048	1066
will	Hickory Creek Forest Preserve	E	0.38	555	0	6	0	0	0	0	0	0	0	0	0	15	2107	2128
will	University Park Trails	E	0.00	72	0	0	0	0	0	0	0	0	0	0	0	24	1885	1909
will	Lockport Historical Trail	E	1.39	9141	0	171	0	0	47	5	25	0	0	0	22	718	2756	3744
will	Pleasant Hill Trail	E	0.68	5312	26	119	0	6	46	13	21	0	0	0	5	274	2210	2720
will	Pitcher Park Trails	E	1.72	5177	0	24	11	0	31	0	6	0	0	0	0	722	2350	3151
will	Jewel/Osco Trail	E	0.22	5144	27	98	0	6	56	13	21	0	0	0	2	186	1855	2269
will	Unknown	E	0.95	7050	0	46	0	0	14	0	0	0	0	0	260	440	3210	3210
will	Orland Park Area Bikeways	E	0.00	1735	0	19	29	4	0	0	2	0	0	0	0	43	2003	2100
will	Charming Pond Trail	E	0.84	2125	0	8	28	10	1	0	0	0	0	0	0	26	1674	1709
will	Waubesa Creek Trail	E	0.00	3071	27	65	0	0	17	0	12	0	0	0	0	13	2472	2682
will	I-44 Canal State Trail	E	7.86	5274	0	0	0	0	89	0	0	0	0	0	0	0	0	14
will	Heritage Park Trail	U	1.98	17803	0	240	0	0	38	0	6	0	0	0	18	1955	8310	10486
will	Centennial Trail	U	0.00	87	0	0	0	0	0	0	0	0	0	0	0	159	645	804
will	Old Plank Rd. Tr.	U	4.35	6836	27	127	29	10	59	13	29	0	0	0	5	519	5688	6530
TOTAL MILES OF EXISTING BIKEWAYS: WILL 23,032,814																		
will	Richton Park Greenway Trails	P	0.00	1041	0	0	0	0	17	0	10	0	0	0	0	349	1918	2114
will	Romeoville Hwy S3	P	1.84	4172	0	5	0	0	260	0	19	0	0	0	1	345	3434	4084
will	Orland Park Bikeway	P	0.00	73	0	0	0	0	0	0	0	0	0	0	0	0	853	853
will	Oswegoland P.D. Adopted Trails	P	0.00	18	0	0	0	0	0	0	0	0	0	0	0	0	387	387
will	Orland Park Area Bikeway	P	0.00	2717	0	15	0	0	0	0	0	0	0	0	0	5	664	664
will	Orland Park Area Bikeways	P	1.31	6667	0	125	0	0	45	0	0	0	0	11	0	134	5068	5383
will	Renwick Rd.	P	0.82	747	0	2	0	0	0	0	0	0	0	0	0	107	2939	3048
will	Renwick Rd. Trail	P	1.60	972	0	0	0	0	111	0	0	0	0	0	0	4	3936	4053
will	Pfeiffer Rd. Trail	P	0.55	2026	6	43	28	4	0	2	0	0	0	0	0	25	2491	2612
will	Rd Plank Rd. Trail	P	2.23	4189	0	48	0	0	67	0	5	0	0	0	24	21	4893	4859
will	Waubesa Lake Trail	P	0.00	1	0	0	0	0	0	0	0	0	0	0	0	0	64	64
will	Westminster Dr. Trail	P	0.00	2821	0	0	0	0	33	0	0	0	0	0	0	14	855	908
will	W3	P	0.62	7193	0	20	0	0	126	3	0	0	0	0	0	235	18950	20502
will	W5	P	14.82	1812	0	27	0	0	13	1277	0	0	0	0	0	18	1039	1066
will	Woodward Ave. Trail	P	0.00	4326	0	4	0	0	33	0	0	0	0	0	0	222	3700	3926
will	noname	P	1.51	320	0	0	0	0	0	0	0	0	0	0	0	4	680	684
will	Woodridge Drive Bike Route	P	0.00	2890	0	0	0	0	0	0	0	0	0	0	0	15	1210	1285
will	Woodward Ave. Extension Trail	P	0.00	3610	0	0	0	0	34	0	0	0	0	0	0	147	2567	2662
will	W2	P	0.44	7184	0	23	0	0	122	13	0	0	0	0	0	0	0	3
will	Springbrook Prairie Trail	P	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
will	Tanglewood Trail	P	0.99	4363	27	76	0	6	53	13	15	0	0	0	48	5	2159	3266
will	Rte. 45	P	0.28	5080	27	117	0	6	56	13	21	0	0	0	0	109	2000	2354
will	SSW/3	P	0.00	0	0	3	0	0	0	0	0	0	0	0	14	19	205	241
will	Virgil Gliman Trail	P	0.00	58	0	0	0	0	0	0	0	0	0	0	0	0	0	1166
will	W1	P	0.39	7558	0	23	0	0	128	13	0	0	0	0	0	178	2154	2482
will	Taylor Rd. Trail	P	2.28	5575	0	7	0	0	110	1	5	0	0	0	0	288	4479	4690

Mile Buffer

Council	Trail Name	Status	Length	Population	Shop/Mall	Urban/Air	Cult/Ent	Med/Health	Education	Government	Religious	Open/Key	Campus	Single	Indus/Park	Open/Water	Else	Total/Acres
will	Unknown	P	0.44	4818	27	92	0	6	56	13	16	0	5	5	0	537	1787	2546
will	Elmer Road	P	0.77	4492	16	78	0	6	55	13	15	0	0	5	0	815	1986	2669
will	Franklin	P	0.51	5387	27	117	0	6	55	13	21	0	0	5	0	193	2166	2904
will	DuPage River Parkway	P	0.00	708	0	46	12	0	0	0	3	0	0	0	0	125	1032	1218
will	DuPage River Parkway	P	0.00	708	0	46	12	0	0	0	3	0	0	0	0	125	1032	1218
will	Hickory Creek Forest Preserve	P	0.00	6040	0	0	0	0	0	0	0	0	0	0	0	8	87	95
will	HWY 53 Trail	P	3.59	6040	0	55	0	0	56	9	3	0	0	2	26	1196	5742	7089
will	Frontage Road Bike Route	P	1.04	9256	0	53	0	0	122	13	9	0	0	0	444	2694	3335	
will	Frontage Road Bike Route	P	0.00	1252	0	0	0	0	3	0	0	0	0	0	0	8	518	530
will	Greene Valley Trail	P	0.07	4684	2	0	0	0	7	1	0	0	0	0	0	148	1020	1178
will	3rd Street Bike Route	P	0.05	3243	0	0	0	0	0	0	0	0	0	0	0	55	997	1052
will	Bluder Rd.	P	1.02	248	0	5	4	0	0	0	0	0	0	0	0	0	0	0
will	108th St. Trail	P	0.96	2524	0	41	0	0	0	0	0	0	0	0	0	0	0	0
will	135th St. Trail	P	3.71	11198	0	56	0	0	134	13	6	0	0	0	413	2891	3313	
will	Colorado Ave. Trail	P	1.39	4466	27	82	29	10	53	0	12	0	48	5	0	864	5414	6487
will	Com/Ed Easement	P	3.77	13486	0	67	0	0	152	13	36	0	0	0	633	7722	8624	
will	Butterfield Creek Trail	P	0.00	736	0	0	0	0	0	0	0	0	0	0	0	44	284	333
will	Centennial Trail	P	6.85	8512	9	181	20	0	185	5	48	0	0	0	76	1394	7725	9613
will	Main Park Trail	P	0.85	4608	19	115	0	6	18	13	21	0	0	5	25	65	2345	2632
will	Nebraska Street	P	0.54	3795	1	70	0	6	3	13	12	0	0	2	0	143	2426	2676
will	Lily Cache Uplands Trail	P	3.42	10871	0	62	4	0	47	13	13	0	0	0	749	5432	6320	
will	Lockport Rd. Trail	P	2.13	3512	0	126	0	0	64	0	15	0	0	0	18	936	3567	4728
will	Old Plank Road Trail	P	2.65	13968	0	169	12	27	104	0	8	0	0	0	72	812	4265	5497
will	Old Route 30	P	1.60	5702	27	111	0	6	56	13	21	0	2	5	501	3210	4032	4927
will	New Lenox Park District Trail	P	1.67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
will	Old Plank Rd. Trail	P	4.37	10912	0	197	0	0	112	9	24	0	0	0	45	514	8983	9585
will	Lost Grove Trail	P	0.00	1109	0	0	0	0	0	0	0	0	0	0	0	4	313	317
will	James Avenue Bike Route	P	0.00	2139	0	0	0	0	0	0	0	0	0	0	0	4	547	551
will	I-555 Path	P	4.23	4282	0	17	17	4	4	0	0	0	0	0	286	401	6972	7407
will	I-355 Path	P	0.00	890	0	0	0	0	0	0	0	0	0	0	0	161	1779	1940
will	LaPorte Road (Section 1)	P	1.04	4471	0	46	0	0	34	0	0	0	0	0	65	795	2379	3378
will	Joliet Trails	P	4.52	44982	10	714	0	15	130	17	5	0	0	0	155	586	5011	6656
will	LaPorte Road (Section 2)	P	0.82	6214	0	56	0	0	40	0	0	0	0	0	10	885	2228	3228
TOTAL MILES OF PROPOSED BIKEWAYS: WILL																		
TOTAL MILES OF EXISTING BIKEWAYS: WILL																		
TOTAL MILES OF EXISTING BIKEWAYS: REGION																		
TOTAL MILES OF PROPOSED BIKEWAYS: REGION																		
TOTAL MILES OF E & P BIKEWAYS: REGION																		



Priority Travel Zone
Origins
and
Destinations

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PTZ Origins and Destinations

The charts on the following pages list the origins and destinations for all the Priority Travel Zone routes in the region. They are grouped into subregions starting with Chicago (Rt# 010000), then North (shore) (Rt# 020000), and so on. For each destination, three origins were selected to identify typical potential bicycle routes in each PTZ.

The following is a key to the abbreviations in the "Type" column.

TYPE	MEANING
CBD	Central Business District
E or EMP	Employment
GOV	Government Center
LIB	Library
NA	Not Available
POST	Post Office
R or REC	Recreation
RES	Residential
SC, SCH, SCHL	School
SH or SHOP	Shopping
T or TRANS	Transit
THEA	Theater



PTZ Origins and Destination

Rt #	Destination	Type	Origin
010000	Chicago		
010101	HIGGINS & TALCOTT	SH, CEMETERY	MORSE & LAMON
010102	HIGGINS & TALCOTT	SH, CEMETERY	CORNELIA & PIONEER
010103	HIGGINS & TALCOTT	SH, CEMETERY	SIBLEY & OVERHILL
010201	BRYN MAWR & BROADWAY	SH, T	BELMONT & CLARK
010202	BRYN MAWR & BROADWAY	SH, T	ALBION & KIMBALL
010203	BRYN MAWR & BROADWAY	SH, T	MULFORD & CUSTER
010301	MONTROSE & KEDZIE	SH	PRATT & CALIFORNIA
010302	MONTROSE & KEDZIE	SH	GUNNISON & MARINE
010303	MONTROSE & KEDZIE	SH	LUDLAM & LORING
010401	IRVING PARK/MILWAUKEE/CICERO	SH	ADDISON & ARTESIAN
010402	IRVING PARK/MILWAUKEE/CICERO	SH	WABANSIA & LOTUS
010403	IRVING PARK/MILWAUKEE/CICERO	SH	CATALPA & NATOMA
010501	DIVERSEY & NARRAGANSETT	SH	GRACE & TRIPP
010502	DIVERSEY & NARRAGANSETT	SH	IOWA & PARK
010503	DIVERSEY & NARRAGANSETT	SH	CARMEN & NEW ENGLAND
010601	DIVERSEY & MILWAUKEE	SH, T	ARGYLE & LINCOLN
010602	DIVERSEY & MILWAUKEE	SH, T	CHICAGO & HOYNE
010603	DIVERSEY & MILWAUKEE	SH, T	CHICAGO & KILPATRICK
010701	DIVERSEY/CLARK/BROADWAY	SH, R	ILLINOIS & DEARBORN
010702	DIVERSEY/CLARK/BROADWAY	SH, R	SHAKESPEARE & RICHMOND
010703	DIVERSEY/CLARK/BROADWAY	SH, R	WILSON & LEAVITT
010801	WEBSTER & CLYBOURN	SH, R	WILSON & MAGNOLIA
010802	WEBSTER & CLYBOURN	SH, R	GOETHE & LAKE SHORE DRIVE
010803	WEBSTER & CLYBOURN	SH, R	OHIO & KEDZIE
010901	NORTH & PULASKI	SH, E	POLK & FRANCISCO
010902	NORTH & PULASKI	SH, E	LAKE & HUMPHREY
010903	NORTH & PULASKI	SH, E	DIVERSEY & MEADE
011001	HURON & MICHIGAN	SH, E, SC	23RD & PRAIRIE
011002	HURON & MICHIGAN	SH, E, SC	CORTLAND & WOLCOTT
011003	HURON & MICHIGAN	SH, E, SC	DIVERSEY & SHEFFIELD
011101	HARRISON & WOOD	E, SC, T	WILLOW & FREMONT
011102	HARRISON & WOOD	E, SC, T	33RD & GREEN
011103	HARRISON & WOOD	E, SC, T	OHIO & HARDING
011201	26TH & CENTRAL PARK	SH, E, SC	18TH & THROOP
011202	26TH & CENTRAL PARK	SH, E, SC	48TH & CAMPBELL
011203	26TH & CENTRAL PARK	SH, E, SC	14TH & 58TH
011301	WESTERN & ARCHER	R, E, T	57TH & SANGAMON
011302	WESTERN & ARCHER	R, E, T	59TH & HOMAN
011303	WESTERN & ARCHER	R, E, T	TAYLOR & WASHTENAW

PTZ Origins and Destination

Rt #	Destination	Type	Origin
011401	35TH & HALSTED	SH, R, E, T	49TH & KIMBARK
011402	35TH & HALSTED	SH, R, E, T	45TH & SACRAMENTO
011403	35TH & HALSTED	SH, R, E, T	56TH & SEELEY
011501	ARCHER & PULASKI	SH, R, E, SC, T	69TH & CAMPBELL
011502	ARCHER & PULASKI	SH, R, E, SC, T	57TH & MOBILE
011503	ARCHER & PULASKI	SH, R, E, SC, T	25TH & KEELER
011601	59TH & WOODLAWN	SC	78TH & BURNHAM
011602	59TH & WOODLAWN	SC	81ST & MICHIGAN
011603	59TH & WOODLAWN	SC	36TH & ELLIS
011701	63RD & HALSTED	SH, E, T	42ND PLACE & KING DRIVE
011702	63RD & HALSTED	SH, E, T	81ST & EVANS
011703	63RD & HALSTED	SH, E, T	53RD PLACE & SACRAMENTO
011801	76TH & KOSTNER	SH, R, E, SC, T	60TH & MAPLEWOOD
011802	76TH & KOSTNER	SH, R, E, SC, T	96TH & TROY
011803	76TH & KOSTNER	SH, R, E, SC, T	57TH & AUSTIN
011901	71ST & JEFFERY	SH, E, T	92ND & BUFFALO
011902	71ST & JEFFERY	SH, E, T	90TH & EBERHART
011903	71ST & JEFFERY	SH, E, T	57TH PLACE & STATE
012001	95TH & DAN RYAN	SH, R, E, SC, T	90TH & CRANDON
012002	95TH & DAN RYAN	SH, R, E, SC, T	118TH & NORMAL
012003	95TH & DAN RYAN	SH, R, E, SC, T	77TH & MARSHFIELD
012101	91ST & SOUTH CHICAGO	SH, R, E	104TH & CRANDON
012102	91ST & SOUTH CHICAGO	SH, R, E	86TH & KING DRIVE
012103	91ST & SOUTH CHICAGO	SH, R, E	67TH & OGLESBY
012201	95TH & WESTERN	SH, E, T	73RD & LOOMIS
012202	95TH & WESTERN	SH, E, T	109TH & NORMAL
012203	95TH & WESTERN	SH, E, T	119TH & LONGWOOD
012301	106TH & EWING	SH	119TH & SHERIDAN
012302	106TH & EWING	SH	131ST & AVENUE M
012303	106TH & EWING	SH	91ST & RIDGELAND
012401	113TH & MICHIGAN	SH, E, SC	134TH & CORLISS
012402	113TH & MICHIGAN	SH, E, SC	118TH & OAKLEY
012403	113TH & MICHIGAN	SH, E, SC	92ND ABERDEEN
012501	STATE & MADISON	SH, E, SC	30TH & WALLACE
012502	STATE & MADISON	SH, E, SC	POLK & CLAREMONT
012503	STATE & MADISON	SH, E, SC	DIVISION & HOYNE
020000	North		
020101	Northbrook Village Hall - Cedar & Cherry	R, E	Voltz & Ridge
020102	Northbrook Village Hall - Cedar & Cherry	R, E	Greenwood & Mapleleaf
020103	Northbrook Village Hall - Cedar & Cherry	R, E	Overland Pass & Pleasant

PTZ Origins and Destination

Rt #	Destination	Type	Origin
020201	Glenview Metra Station - Glenview & Depot Roads	Sh, E, T	Briston & Bosworth
020202	Glenview Metra Station - Glenview & Depot Roads	Sh, E, T	Beverly Lane & Laramie
020203	Glenview Metra Station - Glenview & Depot Roads	Sh, E, T	Harrison & Lotus
020301	Morton Grove Post Office - Waukegan N. of Dempster	R, Sh	Elmore & Keeney
020302	Morton Grove Post Office - Waukegan N. of Dempster	R, Sh	Luna & Davis
020303	Morton Grove Post Office - Waukegan N. of Dempster	R, Sh	Colfax & Spruce
020401	Harms Wood - Old Orchard & Harms Road	R	Highland & Central
020402	Harms Wood - Old Orchard & Harms Road	R	Greenwood & Ewing
020403	Harms Wood - Old Orchard & Harms Road	R	Schiller & Ouillette
020501	Kenilworth New Trier High School - Winnetka & Woodland	Sc	Pine & Glendale
020502	Kenilworth New Trier High School - Winnetka & Woodland	Sc	Oakwood & 9th
020503	Kenilworth New Trier High School - Winnetka & Woodland	Sc	Central & Lamont
020601	Wilmette McKenzie Elementary School - 8th & Ridge	Sc	Kenilworth & 21st
020602	Wilmette McKenzie Elementary School - 8th & Ridge	Sc	Kenilworth & Leicester
020603	Wilmette McKenzie Elementary School - 8th & Ridge	Sc	Central & 4th
020701	Evanston Hospital - Central & Girard	Sh, E, T	Ridge & Hull Terrace
020702	Evanston Hospital - Central & Girard	Sh, E, T	9th & Chestnut
020703	Evanston Hospital - Central & Girard	Sh, E, T	Grant & Keystone
020801	Evanston High School - Dodge & Church	Sc	Colfax & Brown
020802	Evanston High School - Dodge & Church	Sc	Hartzell & Prospect
020803	Evanston High School - Dodge & Church	Sc	Dobson & Florence
020901	Northfield Willow Park - Willow & Waukegan	E	Chatfield & Locust
020902	Northfield Willow Park - Willow & Waukegan	E	Vernon & Washington
020903	Northfield Willow Park - Willow & Waukegan	E	Elmwood & Manor
021001	The Grove - Milwaukee & Kennicott	R, Sc	Culver & Meadow Ln.
021002	The Grove - Milwaukee & Kennicott	R, Sc	Virginia & Sheryl
021003	The Grove - Milwaukee & Kennicott	R, Sc	Koepke & Miller
030000	Northwest		
030101	Palatine Metra Rail Station	T	Sanborn & Carpenter
030102	Palatine Metra Rail Station	T	Mallard & Illinois
030103	Palatine Metra Rail Station	T	Thornhill & Inverway
030201	Twin Lakes Center- Arlington Heights - Kenilworth & Winst	R	Haddow & Marshall
030202	Twin Lakes Center- Arlington Heights - Kenilworth & Winst	R	Waverly & Crabtree
030203	Twin Lakes Center- Arlington Heights - Kenilworth & Winst	R	Helen & Benton
030301	Mt. Prospect Metra Station	T	Douglas & Magnolia
030302	Mt. Prospect Metra Station	T	Fremont & Derbyshire
030303	Mt. Prospect Metra Station	T	Cottonwood & Fern
030401	Des Plaines Metra Station - Miner & Center	T	Dulles & Beau
030402	Des Plaines Metra Station - Miner & Center	T	Pennsylvania & Dover
030403	Des Plaines Metra Station - Miner & Center	T	Jarvis & Cedar

PTZ Origins and Destination

Rt #	Destination	Type	Origin
030501	Future Prospect Heights Metra Station	Sh, T	Lake Arlington & Point
030502	Future Prospect Heights Metra Station	Sh, T	Highland & Wille
030503	Future Prospect Heights Metra Station	Sh, T	Gregory & Lee
030601	Wheeling High school	Sc	Jules & Hickory
030602	Wheeling High school	Sc	Buffalo Grove & Bernard
030603	Wheeling High school	Sc	Pine Tree & Redwood
030701	Niles Civic Center Plaza - Waukegan & Oakton	Sh, Sc	Clara & Cumberland
030702	Niles Civic Center Plaza - Waukegan & Oakton	Sh, Sc	Merrill & Wilson
030703	Niles Civic Center Plaza - Waukegan & Oakton	Sh, Sc	Lyons & Major
030801	Park Ridge Metra Station - Touhy & NW Highway	R, E, T	Birch & Dee
030802	Park Ridge Metra Station - Touhy & NW Highway	R, E, T	Cedar & Jarvis
030803	Park Ridge Metra Station - Touhy & NW Highway	R, E, T	Merrill & Arcadia
030901	Schaumburg Motorola Headquarters - Meacham & Algonquin	E	Sherwood & Gareth
030902	Schaumburg Motorola Headquarters - Meacham & Algonquin	E	Kingdale & New Castle
030903	Schaumburg Motorola Headquarters - Meacham & Algonquin	E	Slade & Hale
031001	Golf Mill Shopping Center - Gif & Milwaukee	Sh, R, E	Cuiver & Meadow Ln.
031002	Golf Mill Shopping Center - Gif & Milwaukee	Sh, R, E	Spruce & Elm
031003	Golf Mill Shopping Center - Gif & Milwaukee	Sh, R, E	Elm & Prospect
040000	North Central		
040101	HARLEM IRVING PLAZA	SH	BELMONT & FOREST RPESERVE DR
040102	HARLEM IRVING PLAZA	SH	BRYN MAWR & EAST RIVER RD
040103	HARLEM IRVING PLAZA	SH	TALCOTT & ORIOLE
040201	HILLSIDE MALL	SH, R	MAYFAIR & 31ST
040202	HILLSIDE MALL	SH, R	ILLINOIS PRAIRIE PATH
040203	HILLSIDE MALL	SH, R	ILLINOIS PRAIRIE PATH
040301	TRITON COLLEGE	SC	CHESTNUT & MANNHEIM
040302	TRITON COLLEGE	SC	FOREST PRSERVE DR & OSCEOLA
040303	TRITON COLLEGE	SC	IL PRAIRIE PATH & BROADWAY
040401	OAK PARK METRA STATION	SH, T	ROOSEVELT & EAST AVE
040402	OAK PARK METRA STATION	SH, T	WASHINGTON & 22ND
040403	OAK PARK METRA STATION	SH, T	LAMON & DIVISION
040501	GRAND AVE & SCOTT ST	SH, E	SCOTT & LELAND
040502	GRAND AVE & SCOTT ST	SH, E	WOLF RD & ARMITAGE
040503	GRAND AVE & SCOTT ST	SH, E	TRITON COLEGE
040601	NORTH AVE & HARLEM AVE	SH, E	DES PLAINES & VAN BUREN STATION
040602	NORTH AVE & HARLEM AVE	SH, E	FULLERTON & NARRAGANSETT
040603	NORTH AVE & HARLEM AVE	SH, E	SUNSET & 80TH
040701	LAKE ST & KEYSTONE	R	SUNSET & CONTI PKWY
040702	LAKE ST & KEYSTONE	R	CENTRAL & MADISON
040703	LAKE ST & KEYSTONE	R	DEVONSHIRE & SUFFOLK

PTZ Origins and Destination

Rt #	Destination	Type	Origin
040801	DES PLAINS EL STOP	T	25TH & CERMAK
040802	DES PLAINS EL STOP	T	BROADWAY & NORTH AVE
040803	DES PLAINS EL STOP	T	NORTH AVE & RIDGELAND
040901	NORTH RIVERSIDE MALL	SH, R	WASHINGTON & EAST
040902	NORTH RIVERSIDE MALL	SH, R	HOME & 46TH
040903	NORTH RIVERSIDE MALL	SH, R	BROADWAY, GRAND & WASHINGTON
041001	31ST ST & WOLF RD	SH	BROADWAY & GRAND
041002	31ST ST & WOLF RD	SH	BELLWOOD & VAN BUREN
041003	31ST ST & WOLF RD	SH	47TH & CENTRAL
050000	West Central		
050101	BERWYN METRA STATION	T	32ND & EDGEWOOD
050102	BERWYN METRA STATION	T	ROOSEVELT & HOME/CLINTON
050103	BERWYN METRA STATION	T	PERSHING & HOME/CLINTON
050201	BROOKFIELD: 8 CORNERS	CBD	BRAINARD & JACKSON
050202	BROOKFIELD ZOO	REC, SC	8 CORNERS
050203	BROOKFIELD: BURLINGTON FOREST METRA STATION	T, SH	KENSINGTON & SHIELDS
050301	LA GRANGE RD METRA STATION	SH, T	BRAINARD & JACSKSON
050302	LA GRANGE RD METRA STATION	SH, T	CATHERINE & 55TH
050303	LA GRANGE RD METRA STATION	SH, T	BURLINGTON & WOLF
050401	SHERWOOD & PINE - PLYMOUTH PLACE	SH	BRAINARD & JACKSON
050402	SHERWOOD & PINE - PLYMOUTH PLACE	SH	ASHLAND & 55TH
050403	SHERWOOD & PINE - PLYMOUTH PLACE	SH	LAGRANGE RD & SCOTSDALE
050501	SUMMIT METRA/AMTRAK STATION	T	59TH & MAJOR
050601	COUNTRYSIDE MALL	SH	WENTWORTH AVE & SANITARY SHIP CANAL
050602	COUNTRYSIDE MALL	SH	PLAINFIELD & COUNTY LINE RD
050603	COUNTRYSIDE MALL	SH	KENSINGTON & BURLINGTON
050701	MORTON WEST HIGH SCHOOL	SC	ROOSEVELT & HOME/CLINTON
050702	MORTON WEST HIGH SCHOOL	SC	PERSHING RD & HOME/CLINTON
050703	MORTON WEST HIGH SCHOOL	SC	25TH & CICERO
050801	MORTON EAST HS	SC	25TH & CLINTON
050802	MORTON EAST HS	SC	58TH & ROOSEVELT
050803	MORTON EAST HS	SC	MORTON COLLEGE
050901	MORTON COLLEGE	SC	41ST & HARLEM
050902	MORTON COLLEGE	SC	CENTRAL & OGDEN
050903	MORTON COLLEGE	SC	HARLEM & 38TH
051001	LYONS TOWNSHIP HS	SC	WILLOW SPRINGS & JOLIET
051002	LYONS TOWNSHIP HS	SC	48TH & 11TH
051003	LYONS TOWNSHIP HS	SC	BROOKFIELD & FOREST
060000	DuPage		
060101	Glen Ellyn CNW	Trans	Ramblewood

PTZ Origins and Destination

Rt #	Destination	Type	Origin
060102	Glen Ellyn CNW	Trans	Old Lombard
060103	Glen Ellyn CNW	Trans	Glendale Est.
060201	Elmhurst College	Schl	White Pines
060202	Elmhurst College	Schl	Yorkfield Area
060203	Elmhurst College	Schl	Ardmore Area
060301	Container Corp.	Emp	Lake Ellyn Area
060302	Container Corp.	Emp	Vil. of Newport
060303	Container Corp.	Emp	Westlake
060401	The Grove Shopping Center, 75th St. and Lemont Rd.	Shop	Farmingdale Village
060402	The Grove Shopping Center, 75th St. and Lemont Rd.	Shop	Wodrige Center
060403	The Grove Shopping Center, 75th St. and Lemont Rd.	Shop	Lake Hinsdale Village
060501	Downer's Grove Village Hall (Curtiss & Washington)	Government center	Dunham Place
060501	Naperville Riverwalk (Webster and Highland)	Rec	Green Trails
060502	Naperville Riverwalk (Webster and Highland)	Rec	Brookdale
060503	Naperville Riverwalk (Webster and Highland)	Rec	Old Farm
060602	Downer's Grove Village Hall (Curtiss & Washington)	Government center	Clarendon Hills
060603	Downer's Grove Village Hall (Curtiss & Washington)	Government center	Midwest Club
060701	Lake Park H.S. West (Bryn Mawr and West End Rd.)	Sch	Westlake
060702	Lake Park H.S. West (Bryn Mawr and West End Rd.)	Sch	Medinah Terrace
060703	Lake Park H.S. West (Bryn Mawr and West End Rd.)	Sch	Greenbrook
060801	Jewel Shopping Center (11th and Washington)	Shop	Will-o-Way Park
060802	Jewel Shopping Center (11th and Washington)	Shop	Old Warrenville
060803	Jewel Shopping Center (11th and Washington)	Shop	Beaubien
060901	Wheaton College (University and Chase)	Schl	Glen Hills
060902	Wheaton College (University and Chase)	Schl	Fredericksburg Farm
060903	Wheaton College (University and Chase)	Schl	Butterfield Ridge
061001	West Chicago CNW Metra Station	Trans	Oak Meadow
061002	West Chicago CNW Metra Station	Trans	Winfield Square
061003	West Chicago CNW Metra Station	Trans	Fox Hollow
070000	South		
070101	111TH & DEPOT, WORTH	NA	LOS PALOS & MAPLE, PALOS HILLS
070102	111TH & DEPOT, WORTH	NA	135TH & MACINTOSH, PALOS HTS
070103	111TH & DEPOT, WORTH	NA	92ND & 88TH, HICKORY HILLS
070201	95TH & 52ND, OAK LAWN	GOV, LIB	94TH & 77TH CT, HICKORY HILLS
070202	95TH & 52ND, OAK LAWN	GOV, LIB	97TH & FRANCISCO, E.P.
070203	95TH & 52ND, OAK LAWN	GOV, LIB	118TH & LAMON, ALSIP
070301	116TH & PULASKI	SH, E	99TH & CENTRAL, OAK LAWN
070302	116TH & PULASKI	SH, E	VERMONT & IRVING, BLUE ISLAND
070303	116TH & PULASKI	SH, E	93RD & CENTRAL PARK
070401	WILSON & SUPERIOR, CAL CITY	SC	CALIFORNIA & GREENWOOD

PTZ Origins and Destination

Rt #	Destination	Type	Origin
070402	WILSON & SUPERIOR, CAL CITY	SC	STATE LINE & 172ND
070403	WILSON & SUPERIOR, CAL CITY	SC	130TH & BRANDON
070501	162ND & WAUSAU, SO HOLLAND	SH, GOV	154TH & DIXIE, HARVEY
070502	162ND & WAUSAU, SO HOLLAND	SH, GOV	139TH & STEWART, RIVERDALE
070503	162ND & WAUSAU, SO HOLLAND	SH, GOV	STATE & GRANDON, CALUMET CITY
070601	FLOSSMOOR & STERLING	SH, T	MAGNOLIA & BIRCHWOOD, HAZELCREST
070602	FLOSSMOOR & STERLING	SH, T	SUNSET & CARROLL PARK, GLENWOOD
070603	FLOSSMOOR & STERLING	SH, T	187TH & CICERO, COUNTRY CLUB HILLS
070604	147TH & CLINTON, HARVEY	T	143RD & SACRAMENTO, POSEN
070605	147TH & CLINTON, HARVEY	T	168TH & DIXIE, HAZELCREST
070606	147TH & CLINTON, HARVEY	T	145TH & HARPER, DOLTON
070701	EXCHANGE & ROUTE 1, CRETE	SH	STEGER RD & NICOLLETTE
070702	EXCHANGE & ROUTE 1, CRETE	SH	HAMILTON RD, U PARK
070703	EXCHANGE & ROUTE 1, CRETE	SH	MILLER & 227TH
070801	159TH & HARLEM, TP	SH	183RD & RIDGELAND
070802	159TH & HARLEM, TP	SH	171ST & CHRISTOPHER, ORLAND HILLS
070803	159TH & HARLEM, TP	SH	151ST & CICERO, OAK FOREST
070901	159TH & ALBANY, MARKHAM	SH	143RD & CICERO, MIDLOTHIAN
070902	159TH & ALBANY, MARKHAM	SH	137TH & CENTRAL PARK, ROBBINS
070903	159TH & ALBANY, MARKHAM	SH	183RD & FOUNTAINBLEAU, HAZELCREST
071001	RIDGE RD & TORRENCE	SH, SC	163RD & DREXEL, SO HOLLAND
071002	RIDGE RD & TORRENCE	SH, SC	163RD & DREXEL, SO HOLLAND
071003	RIDGE RD & TORRENCE	SH, SC	WENTWORTH & DEROT, CAL CITY
071004	RIDGE RD & TORRENCE	SH, SC	DRIFTWOOD & MONTEREY, LYNWOOD
071100	Southwest		
071101	JOE ORR & CHICAGO RD	SH, SC	31ST & MILLER, SO CHGO HTS
071102	JOE ORR & CHICAGO RD	SH, SC	HIGHLAND AVE & BURR OAK RD
071103	JOE ORR & CHICAGO RD	SH, SC	HICKORY & HOMAN, PF
071201	PARK FOREST CENTRAL, LESTER & VICTORY	SH, E, GOV	IMPERIAL & LORRAINE CT
071202	PARK FOREST CENTRAL, LESTER & VICTORY	SH, E, GOV	204TH & KOSTNER, MATTESON
071203	PARK FOREST CENTRAL, LESTER & VICTORY	SH, E, GOV	HALSTED & BROADWAY, CHGO HTS
071301	101ST & HAMLIN, EL PK	SC	82ND & LAWLER, BURBANK
071302	101ST & HAMLIN, EL PK	SC	120TH PL & LEAMINGTON, ALSIP
071303	101ST & HAMLIN, EL PK	SC	109TH & AUSTIN, CHGO RIDGE
071401	97TH & ARTESIAN (EVERGREEN PLAZA)	SH	87TH & KILPATRICK, HOMETOWN
071402	97TH & ARTESIAN (EVERGREEN PLAZA)	SH	116TH & CENTRAL PARK
071403	97TH & ARTESIAN (EVERGREEN PLAZA)	SH	104TH & KILBOURNE, OAKLAWN
071501	ORLAND SQUARE	SH	131ST & MEADOWLARK
071502	ORLAND SQUARE	SH	157TH & HARLEM, ORLAND PARK
071503	ORLAND SQUARE	SH	RICHARDS & 169TH

PTZ Origins and Destination

Rt #	Destination	Type	Origin
071601	123RD & 82ND AVE	T	RIDGEWOOD & KINDLING
071602	123RD & 82ND AVE	T	92ND & 143RD
071603	123RD & 82ND AVE	T	126TH PL & PARKSIDE, CRESTWOOD
071701	76TH & STATE RD, BEDFORD PARK	SH, E	HARTFORD & CRANBROOK, BRIDGEVIEW
071702	76TH & STATE RD, BEDFORD PARK	SH, E	FERDINAND & 78TH, BRIDGEVIEW
071703	76TH & STATE RD, BEDFORD PARK	SH, E	98TH & KOSTNER, OAK LAWN
071801	84TH & HARLEM, BRIDGEVIEW	SH, R, E, GOV	WINDSOR & KEAN, PALOS HILLS
071802	84TH & HARLEM, BRIDGEVIEW	SH, R, E, GOV	59TH & 76TH AVE, SUMMIT
071803	84TH & HARLEM, BRIDGEVIEW	SH, R, E, GOV	101ST & OXFORD, CHGO RIDGE
071901	96TH & RIDGELAND (CHGO RIDGE MALL)	SH	107TH & 86TH AVE, PALOS HILLS
071902	96TH & RIDGELAND (CHGO RIDGE MALL)	SH	110TH PL & KILBOURN, OAK LAWN
071903	96TH & RIDGELAND (CHGO RIDGE MALL)	SH	86TH ST & 88TH AVE, JUSTICE
090000	Kane		
090101	ST CHARLES CBD	SH, R, E	COUNTRY CLUB & DUNHAM
090102	ST CHARLES CBD	SH, R, E	KIRK & IL 38
090103	ST CHARLES CBD	SH, R, E	IL 64 & DEAN ST
090201	GENEVA CBD	SH, R, E, T	KIRK & DIVISION
090202	GENEVA CBD	SH, R, E, T	PECK & KESLINGER
090203	GENEVA CBD	SH, R, E, T	IL 64 - DEAN ST
090301	CARPENTERSVILLE CBD	SH, R, E	SLEEPY HOLLOW RD & BRUMMEL DR
090302	CARPENTERSVILLE CBD	SH, R, E	HELM RD & IL 25
090303	CARPENTERSVILLE CBD	SH, R, E	IL25 & GOLF VIEW LN
090401	AURORA CBD	SH, R, E	MONTGOMERY RD & STATE ST
090402	AURORA CBD	SH, R, E	LIBERTY & CRANE
090403	AURORA CBD	SH, R, E	PRAIRIE & EDGELAWN
090501	FIFTH AVENUE - AURORA	SH, R, E, SC	MONTGOMERY & EAST RIVER
090502	FIFTH AVENUE - AURORA	SH, R, E, SC	HIGHLAND & GALENA
090503	FIFTH AVENUE - AURORA	SH, R, E, SC	SHEFFER & OHIO
090601	NORTH AURORA CBD	SH, R, E	CHURCH & SHEFFER
090602	NORTH AURORA CBD	SH, R, E	WALNUT & IL 31
090603	NORTH AURORA CBD	SH, R, E	EDGELAWN & HEATHER
090701	BATAVIA CBD	SH, R, E, SC	IL 38 & KANEVILLE
090702	BATAVIA CBD	SH, R, E, SC	WILSON & KIRK
090703	BATAVIA CBD	SH, R, E, SC	IL 25 & BRIAR
090801	SOUTH ELGIN CBD	SH, R, E	VILLA & BENT
090802	SOUTH ELGIN CBD	SH, R, E	ILLINOIS & COURIER
090803	SOUTH ELGIN CBD	SH, R, E	ANNADALE & GREEN
090901	ELGIN CBD	SH, R, E	RANDALL & ROYAL
090902	ELGIN CBD	SH, R, E	MCLEAN & GREEN
090903	ELGIN CBD	SH, R, E	VILLA & BENT

PTZ Origins and Destination

Rt #	Destination	Type	Origin
091001	DUNDEE & IL 25	SH, R, E	HIGHLAND & N. AIRLITE
091002	DUNDEE & IL 25	SH, R, E	CHICAGO & OAKWOOD DR.
091003	DUNDEE & IL 25	SH, R, E	RTE 20 & RTE 25
100000	Lake		
100101	RTE 83 & ROLLINS RD	SH	HIGHMORE DR & LOCUST DR
100102	RTE 83 & ROLLINS RD	SH	LAUREL & VALLEY
100103	RTE 83 & ROLLINS RD	SH	WARD & MITCHELL
100201	GURNEE MILLS	SH	DORCHESTER & 1ST
100202	GURNEE MILLS	SH	SANDY & CHICAGO
100203	GURNEE MILLS	SH	MAINSAIL & WINDJAMMER
100301	LEWIS & BELVIDERE	SH, R, SC	FIRST & DORCHESTER
100302	LEWIS & BELVIDERE	SH, R, SC	21ST & KOMBLE
100303	LEWIS & BELVIDERE	SH, R, SC	YEOMAN & MONTESANO
100401	ATKINSON RD & CENTER ST	SH	BLUFF & DARTMOOR
100402	ATKINSON RD & CENTER ST	SH	HIGHMOR & LOCUST
100403	ATKINSON RD & CENTER ST	SH	WINDJAMMER & MAINSAIL
100501	RTE 12 & RTE 176	SH	VALLEY VIEW & OAK HILL
100502	RTE 12 & RTE 176	SH	PLUM & GRISWOLD
100503	RTE 12 & RTE 176	SH	RUSSELL & BAKER
100601	TOWNLINE COMMONS/HAWTHORNE MALL	SH, RES	ENDWOOD & BLUESTEM CT
100602	TOWNLINE COMMONS/HAWTHORNE MALL	SH, RES	SUNNYSIDE & STEWART
100603	TOWNLINE COMMONS/HAWTHORNE MALL	RES, THEA	WOODLANDS & HAWTHORNE
100701	SCRANTON & SHERIDAN	SH, T	SUFFOLK & MELLODY
100702	SCRANTON & SHERIDAN	SH, T	PARKHILL & MINARD
100703	SCRANTON & SHERIDAN	SH, T	21ST & KEABLE
100801	NORTHLAKE COMMONS PLAZA	SH, RES	NORTH & LIBERTY
100802	NORTHLAKE COMMONS PLAZA	SH, RES	WESTWIND & NORTHTRAIL
100803	NORTHLAKE COMMONS PLAZA	SH, RES	GROVE & LINDEN
100901	HIGHLAND SHOPPING CENTER	SH, RES	SHENANDOAH & LINCOLN
100902	HIGHLAND SHOPPING CENTER	SH, RES	PORTSHIRE & BERKSHIRE
100903	HIGHLAND SHOPPING CENTER	SH, RES	PARTRIDGE & KILDEER
101001	CENTRAL & ST JOHNS	SH, T, CBD	SUNSET & EASTWOOD
101002	CENTRAL & ST JOHNS	SH, T, CBD	OAKLEY & SOMMERSET
101003	CENTRAL & ST JOHNS	SH, T, CBD	MARION & BUENA
110000	McHenry		
110101	MAIN ST @ US 14	SH, E, T	HAMPTON ST @ MAIN ST
110102	MAIN ST @ US 14	SH, E, T	RAWSON BRIDGE RD AND HICKORY RD
110103	MAIN ST @ US 14	SH, E, T	MONTANA DR & BRISTOL WAY
110201	ROUTE 31 AND ROUTE 62	SH, E	PLEASANT TR & HAWTHORNE TR
110202	ROUTE 31 & ROUTE 62	SH, E, GOV	WESTBURY DR & HANSON RD

PTZ Origins and Destination

Rt #	Destination	Type	Origin
110203	ROUTE 31 & ROUTE 62	SH, E, GOV	SCOTT ST & SCHUETT ST
110301	BRIARGATE RD @ GLEN GARRY	R, E	WHITEPINE DR & BRISTOL WAY
110302	BRIARGATE RD @ GLEN GARRY	R, E	FOREST LN @ THREE OAKS
110303	BRIARGATE @ GLEN GARRY	R, E	FOX TRAILS DR @ CARY RD
110401	DOLE AVE & LAKE AVE	R	ARROWHEAD LN & INDIAN HILL TR
110402	DOLE AVE & LAKE AVE	R	PINGREE RD & GRANDVIEW DR
110403	DOLE AVE & LAKE AVE	R	CANDLEWOOD DR & ALEXANDRA BLVD
110501	ROUTE 14 & LUCAS RD	E, S	THORNWOOD LN & HEATHER LN
110502	ROUTE 14 & LUCAS RD	E, S	LAKESIDE RD & LAKE AVE
110503	ROUTE 14 & LUCAS RD	E, S	INDIAN HILL TR & TOMAHAWK LN
110601	RANDALL RD & ALGONQUIN RD	S, E	PAWNEE ST & HILLTOP DR
110602	RANDALL RD & ALGONQUIN RD	S, E	HUNTINGTON DR & TERRACE DR
110603	RANDALL RD & ALGONQUIN RD	S, E	STRATFORD LN & VILLAGE RD
110701	ROUTE 47 & RUSSELL DR	E, GOV	MARY ANNE ST & OAK ST
110702	ROUTE 47 & RUSSELL DR	E, GOV	RIDGEWOOD SR & BUNKER ST
110703	ROUTE 47 & RUSSELL DR	E, GOV	PRAIRIE VIEW DR & MCCONNELL RD
110801	ROUTE 47 & CENTERVILLE CT	SH, E	RIDGEWOOD DR & DEAN ST
110802	ROUTE 47 & CENTERVILLE CT	SH, E	MEADOW AVE & WICKER ST
110803	ROUTE 47 & CENTERVILLE CT	SH, E	WOODCREST ST & MCCONNELL CT
110901	MCCULLOM LAKE RD & ROUTE 31	SH, E	HIGH ST & DALE AVE
110902	MCCULLOM LAKE RD & ROUTE 31	SH, E	AUGUST DR & SARASOTA DR
110903	MCCULLOM LAKE RD & ROUTE 31	SH, E	LAKWOOD AVE & WILLOW LN
111001	CONGRESS & MAIN ST	E, POST	BOARDWAY AVE & CUMBERLAND LN
111002	CONGRESS & MAIN ST	E, POST	WYNDMUJR LN & TERRA COTTA RD
111003	CONGRESS & MAIN ST	E, POST	BARTON LN & WESTPORT RIDGE DR
120000	Will		
120101	NEW LENOX METRA STATION	T	NELSON & GRANDVIEW
120102	NEW LENOX METRA STATION	T	FLORENCE & PARKER
120103	NEW LENOX METRA STATION	T	KINGSTON & WASHINGTON
120201	BLAIR & LANCASTER	R, E, SC	BLACKFOOT DR & 107TH
120202	BLAIR & LANCASTER	R, E, SC	PINECREST & CHARLSTON DR
120203	BLAIR & LANCASTER	R, E, SC	ROCKHURST & JANES
120301	STATE & 9TH	SH, R, E, T	BROKEN ARROW & FARRELL
120302	STATE & 9TH	SH, R, E, T	VILLAGELNE & BRUCE RD
120303	STATE & 9TH	SH, R, E, T	WHITE TAIL WAY & FARRELL RD
120401	JEFFERSON ELEMENTARY	R, E, S	CORA & ROSS
120402	JEFFERSON ELEMENTARY	R, E, S	GARDEN & GAYLORD
120403	JEFFERSON ELEMENTARY	R, E, S	IVY & STRYKER
120501	FRANKFORT CBD	SH, R, E, SC	PRESTWICK
120502	FRANKFORT CBD	SH, R, E, SC	HERITAGE KNOLLS

PTZ Origins and Destination

Rt #	Destination	Type	Origin
120503	FRANKFORT CBD	SH, R, E, SC	CONNECTICUT HILLS
120601	COLLEGE OF ST FRANCIS TAYLOR ST	R, E, SC	PLEASANT & BERTHELONE
120602	COLLEGE OF ST FRANCIS TAYLOR ST	R, E, SC	PATTERSON & BRANDON
120603	COLLEGE OF ST FRANCIS TAYLOR ST	R, E, SC	NOTRE DAME & ST. JUDE
120701	ST FRANCIS ACADAMY PLAZA & INGALLS	E, SC	REED & COTTAGE
120702	ST FRANCIS ACADAMY PLAZA & INGALLS	E, SC	OAKLAND & PASADENA
120703	ST FRANCIS ACADAMY PLAZA & INGALLS	E, SC	WILARDSHIRE & SATELITE
120801	CHANNAHON VILLAGE HALL	E	MOBIL OIL
120802	CHANNAHON VILLAGE HALL	E	AMOCO OIL
120803	CHANNAHON VILLAGE HALL	E	DOW CHEMICAL
120901	OAKLAND & SAK DR	E	INGALLS & CASSIE DR
120902	OAKLAND & SAK DR	E	KELLOGG & CATON FARM
120903	OAKLAND & SAK DR	E	WOODRUFF & HAGUE
121001	HAMMES & GLENWOOD	E	COVENTRY & MCDONOUGH
121002	HAMMES & GLENWOOD	E	DOFFODIL & GAYLORD
121003	HAMMES & GLENWOOD	E	HICKORY & THEODORE



Priority Travel Zone Analysis
Regional Needs Assessment
Draft 1/9/96

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**Priority Travel Zone Analysis
Regional Needs Assessment
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This report was prepared for the Northeastern Illinois Planning Commission by the Chicagoland Bicycle Federation. The contents of this report reflect the views of the author who is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the views or policies of the Northeastern Illinois Planning Commission. This report does not constitute a standard, specification, or regulation.

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I. INTRODUCTION

For the first time ever, the regional long range plan has committed to including a bicycle and pedestrian facilities component. The first step in preparing this component was to conduct an inventory of the transportation system's current needs and conditions for bicyclists and pedestrians.

A two-tiered inventory approach was used to examine bicycling's full potential as a transportation option. The "Designated Facilities" part of the inventory produced a map and GIS database of existing and planned bike paths, multi-use trails, on-road striped bike lanes, and signed on-road bike routes. The "Priority Travel Zone" (PTZ) section of the inventory compiled data on roadway conditions for a sample of bicycle trips connecting residential neighborhoods with a variety of employment, shopping, school, and recreation destinations throughout the region. This report describes the results of the PTZs section of the inventory.

II. OVERVIEW

The PTZ Inventory is being undertaken to identify typical impediments to bicycling in Northeastern Illinois. Through this process, planners are learning a great deal about the obstacles faced by bicyclists, and sometimes by pedestrians, in selected areas.

Destinations, origins, and routes were selected to achieve a good cross-section of cycling conditions in the region. Some routes were chosen because they serve a major activity center, others are focused on a transit station or town center, and others were chosen to achieve a healthy geographical mix. The point is not to look at specific spots where bikeways might be needed, but to examine a set of representative routes. The primary goal is to uncover common barriers to bicycling which could be addressed through local or regional policies.

A methodology was developed for this inventory to examine typical short trips and determine how easy or difficult it is to make those trips by bicycle. Ultimately this assessment will determine how competitive the bicycle mode is with the auto mode for a typical trip and will be used to develop policies that will improve the bicycle's competitiveness.

Many factors affect bicycle mode choice: weather, fitness, equipment, cost, operator knowledge, and skill. This report will focus on three factors: convenience, traffic stress and bike parking. These factors were chosen because they are significant and because they are most likely to be directly impacted by government action.

This report includes a series of charts (Appendix B) that summarize route data collected by each of the Councils of Mayors and the City of Chicago in the spring and summer of 1995. For each of the three factors listed above, the regions's needs are examined and solutions are discussed. Additionally, policies are recommended that can improve conditions in the various sub-regions and throughout the Chicago metropolitan area.

Data was collected for 405 routes: ten from each of the eleven Councils of Mayors and 25 from the City of Chicago. The route evaluations encompassed 1,294.45 miles and 1,051 individual arterial and collector segments. A Problem Summary is found in Appendix A and the scores and terms are defined in the evaluations below.

III. REGIONAL-LEVEL CONCLUSIONS

Two primary recommendations emerge from the forthcoming evaluations.

A. Arterial Improvements

For many trips within the region, bicycle use of the arterial system is unavoidable. While most

cyclists prefer the local road network or trails where available, there is often no alternative to arterials when trying to access many of the region's destinations or trying to cross certain significant barriers. Bicyclists end up using arterials for about half the distance of the trips represented in the project sample. The resulting traffic stress scores indicate that the conditions they encounter are commonly difficult and often dangerous.

These unavoidable problematic arterial segments are the primary disincentive to bicycling in northeastern Illinois. Some of the problematic arterial segments could be avoided if changes were made to the local network to provide alternatives. Those changes are discussed below. Unfortunately, local network improvements can not provide an alternative to most of the problematic arterial segments that provide unique access to destinations or across barriers. The only solution is to improve conditions within the arterial corridor. This does not mean that a bikeway network should be constructed on top of the arterial network, but the arterial network must accommodate bicycles at key points. There are two ways to provide this accommodation.

First, implement routine consideration of the specific access needs of bicyclists in all arterial and collector project planning. The August 1, 1995 IDOT policy for accommodating bicycles in highway improvements is a good model and should be adopted at all levels of government. This policy covers bicycle accommodation on arterials scheduled for improvement.

Second, the region also needs to look at arterial problems where improvements are not scheduled. A program should be initiated to identify and improve the problematic arterial segments that have the most potential demand for bicycle access. It may not be financially feasible to retrofit identified corridors, bridges and intersections to an ideal design; however, funds used to implement changes that would minimally make bicycling possible in key places where conditions currently prohibit bicycling would be well spent. Local roads and trails currently in place already provide the majority of facilities needed to create a healthy bicycling environment. A program to provide the missing arterial links could leverage these tremendous resources to provide a bicycling network that could realistically compete for mode share.

B. Local Network Improvements

Two problems could be solved by improvement in the directness and contiguity of the local road network. First, as mentioned above, some problematic arterial segments could be avoided. Secondly bicycle trips could be shortened to make them more convenient and thus more competitive with auto trips.

Minimally bicyclists should be provided with a local network route alternative whereby distance is at least competitive with the auto trip using the arterial network. Ultimately the local network should offer cyclists a shorter trip than motorized travel where feasible.

The analysis of routes in our sample has shown that many parts of the region were designed without coordination of street networks between developments. Furthermore in many locations, local streets were designed to discourage through traffic. This has resulted in making many trips impossible or circuitous on local roads. Often it is not desirable to improve the contiguity and directness of the local road network for motorized traffic, but bicycles and pedestrians could benefit greatly if links were created.

We recommend a program to make funding easily available to communities to undertake short local links in the street network to facilitate bicycle and pedestrian travel.

In addition, arterial projects that have difficulty accommodating bicycles within the project right-of-way, should make funds available to adjacent communities for bicycle and pedestrian alternatives.

IV. CONVENIENCE EVALUATION

How long it takes to make a trip by bicycle versus how long it takes to make the same trip by car is an important factor in mode choice. For local trips in free-flowing traffic conditions, cars travel about 20 miles per hour and bicycles about 10 miles per hour. For a short trip of the same distance that's a difference of 9 minutes for a three mile trip, 6 minutes for a two mile trip, and 3 minutes for a one mile trip. Double that time for the round trip and you can see why this is a significant factor in mode choice.

A number of conditions can change the differential. Traffic congestion may hinder autos more than bicycles. If bicyclists use a different route, whether that route is longer or shorter will change the time difference. Also on a separate route, different conditions at intersections will affect trip time. The larger arterial route usually has priority at an intersection and gets a longer signal phase. When bicyclists use these roads, they enjoy the same priority as cars. On the other hand, bicyclists using smaller roads that cross larger roads will experience greater delays relative to the auto route. There are of course good reasons for routing bicycles along smaller roads, but the time impacts must be recognized.

The key data for this aspect of the inventory are the relative distance of the auto route and the bike route. Longer bike routes are less desirable. The idea is to make the bike route as short as possible, if possible even shorter than the auto route. Because the car often travels faster, anything that can be done to trim the time differential is important. Then other factors like parking and cost have a better chance of influencing the mode choice towards bicycling.

A. Convenience Measures

In order to analyze the convenience of typical bicycle trips relative to travel by auto the following subregional and regional data was collected and is presented in *Chart 1: Convenience* (Appendix B):

- # of Routes
- Average trip length
- Percentage of low-volume local streets used by the bike route (% Local Streets)
- Percentage of arterials and collectors used by the bike route (% Arterials/Collectors)
- Percentage of off-street bike path used by the bike route (% Off-street Bike Paths)
- Average Directness Score
- Percentage Distribution of Directness Scores

The Directness Score is a four point scale comparing the bike trip to the most convenient auto route.

- 1 = bike route is shorter than the most direct auto route
- 2 = bike route is about the same length as the most direct auto route
- 3 = bike route is a little longer but not more than 25% longer than the most direct auto route
- 4 = bike route is more than 25% longer than the most direct auto route

B. Directness Analysis

For the most part, subregions with a well-developed regular grid of streets offered the most direct routes. Chicago and West Central both had over 80% of routes equal to the most direct auto route. North Central probably would also be in this category if it were not the rail hub of the region. Surprisingly, the utilization of arterials versus local roads or trails does not appear to affect directness scores. DuPage and to a lesser degree South/Southwest had the greatest variety of directness scores. They were among the highest percentages both for routes shorter than and more than 25% longer than the most direct auto route. This probably indicates that the most significant factor determining directness

is the specific design of the street network. In Chicago, you almost always have several options that are the same level of directness as the auto routes. In more densely developed suburban areas where you have an irregular street pattern it is more hit or miss. Sometimes the local roads take you directly where you want to go, maybe even more direct than the arterials. In other cases local roads can be very meandering.

Since bicyclists are likely to be traveling slower than autos, the idea that bicyclists will be traveling further on over 20% of trips makes it even more difficult for the bicycle to compete for mode share. Cut-through projects which connect segments of the local road system to make it contiguous for bicyclists could mitigate this disadvantage.

V. TRAFFIC STRESS EVALUATION

How secure a rider feels on a route is a major factor that will influence mode choice. Bicycle trips will not be made if they involve too much stress and risk.

A. Traffic Stress Scores

Traffic Stress Scores are taken from the Bicycle Stress Level Measures developed by Alex Sorton, P.E. of the Northwestern University Traffic Institute. A complete explanation of these measures can be found in his paper, "Urban and Suburban Bicycle Compatibility Street Evaluation Using Bicycle Stress Level" (Sorton and Walsh, January 1994). Sorton defines the following one to five scale for bicycling stress levels:

<u>STRESS LEVEL</u>	<u>INTERPRETATION</u>
1. Very Low	Street reasonably safe for all types of bicyclists
2. Low	Street can accommodate experienced and casual bicyclists and/or may need altering or have compensating factors to fit youth bicyclists
3. Moderate	Street can accommodate experienced bicyclists, may need altering and/or contain compensating factors to accommodate casual bicyclists, not recommended for youth bicyclists
4. High	Street may need altering and/or compensating factors to accommodate experienced bicyclists, not recommended for casual or youth bicyclists
5. Very High	Street may not be suitable for bicycle use

The analysis uses these three primary factors to determine stress scores for the overall route, each segment, and individual segment characteristics: peak hour curb lane volume, curb lane width, and speed.

Road segment characteristic stress scores are defined as follows:

-Peak Hour Curb Lane Volume Stress Score

Score	Peak Hour Curb Lane Volume
1	≤ 50
2	51 -183
3	184 -316
4	317 -449
5	≥ 450

-Curb Lane Width Stress Score

Score	Curb Lane Width
1	≥ 15 feet
2	14.9 -13.7 feet
3	13.6 -12.4 feet
4	12.3 -11.1 feet
5	≤ 11 feet

-Speed Stress Score

Score	Speed
1	≤ 25 mph
2	30 mph
3	35 mph
4	40 mph
5	≥ 45 mph

-Segment Stress Score

The average of the Curb Lane Volume Stress Score, the Curb Lane Width Stress Score and the Speed Stress Score

Sorton also recognizes other factors that may impact the stress level of a roadway including on-street parking, truck volumes, the number of commercial drive-ways and intersection design. These factors are more difficult to evaluate. For our sample, data were collected on truck volumes and certain intersection conditions. These along with comments on other route conditions from evaluators should be considered when examining problems with individual routes. The intersection data was used to develop a simple intersection score described below.

Route stress scores are defined as follows:

-Arterial Stress Score

The highest score for any arterial segment on the route. The worst segment is used because this is what limits use of the route by the typical cyclist.

-Intersection Stress Score

The number of intersection problems is defined as the sum of the number of unsignalized intersections and the number of intersections with right turn problems

Score	Number of Intersection Problems
1	0
2	1
3	2
4	3
5	≥ 4

-Overall Route Stress Score

The higher of the Arterial and Intersection Scores. This is because the poorest aspect of the route is what limits use of the route by the typical cyclist. You will notice that most often the Arterial Score is the limiting factor.

-Rail Road Crossing Conditions (RR Cross.)

- 3 = Major problem: Tracks not perpendicular to road, no special markings and provision for cyclists to cross at 90°
- 2 = Minor problem: Tracks cross at 90°, but no rubberized crossing
- 1 = No problem: Tracks cross at 90° with rubberized crossing or no crossings

-Drain Grate Conditions (Drain Grates)

- 3 = Major problem: Lots of drain grates with longitudinal slots that could catch a bike wheel
- 2 = Minor problem: 1 or 2 drain grates with longitudinal slots that could catch a bike wheel
- 1 = No problem: Drain grates that don't catch bike wheels.

-Pavement Conditions (Bad Pav.)

- 3 = Major problem: Cyclists can not pay attention to traffic because they must concentrate on pavement problems to keep from falling
- 2 = Minor problem: occasional pavement hazards
- 1 = No problem: Good pavement.

Chart 2: *Traffic Stress* (Appendix B) includes subregional and regional data for

- # of Routes
- # of Route miles
- % on Arterials/Collectors
- Average # of Arterial/Collector Segments per route
- Averages for all Stress Scores
- % of Routes or Segments with a Stress Score <= 3 for all Stress Scores
- Average # of arterials crossed at unsignalized intersections
- Average # of arterial intersections with Right Turn Only lanes
- Average Scores for Surface Conditions: RR Crossings, Drain Grates, and Bad Pavement

B. Overall Route Stress Score Analysis

Only one-third of the routes were able to avoid using a road segment that was too stressful for the average adult rider. The region's overall route score of 3.55 indicates that at present, only experienced bicyclists are likely to be comfortable when making trips that use the full range of roadway options. This is emphasized by the fact that only 31% of the routes received an overall score of 3 or less.

The traffic stress scoring methodology assumes that when people consider using a bicycle for a particular trip, their decision is based on an assessment of the route's most difficult section. Therefore, in this analysis, the overall route scores strongly reflect the routes' peak point stress levels.

The overall route scores were derived through a series of comparisons of the conditions of two main aspects of the route: arterial segments and intersections.

For each route, each arterial segment received a score based on three factors: curb lane traffic volume, curb lane width, and traffic speed.

Conditions on the routes' local residential streets and bicycle paths were not included in this

analysis. With their inherently low traffic volumes and speeds, most residential streets score very well. In other words, casual bicyclists do not generally object to riding on such streets. Unfortunately, most of the region's destinations are not situated at a nexus of residential roads. If the bicycle is to provide a meaningful alternative to the automobile for short trips, then the arterial segments and intersections that bicyclists must use must offer a similar level of comfort and safety.

At the most basic level, each of the intersections are judged by two criteria: the presence of right turn only lanes (a situation that sets up a conflict between bicyclists who are travelling through the intersection and motorists who are turning right) and the absence of traffic control signals at intersections with arterials (a situation that does not provide bicyclists with a regular opportunity to cross the arterial).

Chicago, Lake and South/Southwest had the poorest Overall Route Scores. Chicago was unique among the subregions in that its poor scores came almost exclusively from high traffic volumes. The problems in most of the other sub-regions came primarily from width problems. This suggests that the city may need to look at a different bicycling improvement scenario than the suburbs. Width is much more easily addressed by facility design than volume.

C. Arterial Stress Scores Analysis

Each Arterial Segment Score is an average of the score given for three factors: Curb Lane Volume, Curb Lane Width, and Speed.

South/Southwest, Kane and Lake had the most stressful Arterial scores. All three had major problems with width coupled with higher speeds. For Southwest and Lake this translated into poor overall route stress scores. In spite of its low segment scores, Kane actually had one of the better overall route stress scores due to the fact that many of Kane's routes did not utilize arterials at all.

The arterial segment picture in South/Southwest is the poorest because they had problems in all three areas; speed, width and volume.

D. Segment Stress Score Analysis

Overall Route Scores are determined primarily by segment conditions. For almost all routes that scored poorly, poor arterial segment scores were the cause. In only two subregions did the Overall Route Stress Score differ from the Arterial Stress Score by more than 10%. In those two subregions, West Central and Will, there were a high number of routes without arterial segments, thus the intersection conditions were a more significant factor. Even in these two subregions the route scores were still primarily determined by segment factors.

E. Curb Lane Volume Stress Score Analysis

Over half of the arterial segments sampled had too many cars. The sample's regional average score for the curb lane volume factor was 3.61, with just over half (51%) of the arterial segments scoring at or below 3. South/Southwest and Chicago have the worst average curb lane volume scores (4.14 and 4.10, respectively) as well as the smallest proportion of segments scored at or below 3 (29% and 34%, respectively). West Central, North Central, and Will have the best average curb lane volume scores (2.44, 2.79, and 2.98, respectively) and the largest proportion of segments scored at or below 3 (86%, 77%, and 90%, respectively).

These results suggest that for bicyclists, there are too many cars on half of the roads in the region. This not easily fixed. Possible solutions involve moving the cars or moving the bikes to a different road. Transportation control measures are a potentially effective but long term method for moving the cars. Moving the bicyclists may be just as hard because chances are, they are using the high volume arterial or collector as a last resort. A combination of facilities and education may be the best solution. While large auto volumes clearly deter people from bicycling, large volume roads with special facilities or additional curb lane width are usually safer than narrower lower volumes roads. Potential

cyclists may be able to be persuaded to endure large auto volumes for short arterial segments if the speeds and widths are comfortable.

F. Curb Lane Width Stress Score Analysis

With the exception of Chicago and North Central, curb lane width problems were the primary culprit for segment problems. The sample's regional average score for the curb lane width factor was 3.30, with just under half (47%) of the arterial segments scoring at or below 3. South/Southwest and Kane have the worst average curb lane width scores (4.19 and 3.70, respectively) as well as the smallest proportion of segments scored at or below 3 (10% and 22%, respectively). West Central, Will, and North Central have the best average curb lane width scores (2.44, 2.53, and 2.70, respectively) with West Central and North Central having the largest proportions of segments scoring at or below 3 (70% and 78%, respectively).

Design changes are the solution. Creating wider curb lanes by reconfiguring lane and median widths on the roadway is the most common and cost effective solution. Any additional width, no matter how small, improves bicycling. If enough width is available or can be added, bike lanes provide better accommodation and encouragement where demand merits it. In non-urban cross sections, paved shoulders, if properly maintained, also function as bike lanes.

G. Speed Stress Score Analysis

These results suggest that for bicyclists, traffic speed is probably the least intimidating aspect of the region's arterial network. The sample's regional average score for the speed factor was 2.55, with fully 82% of the arterial segments scoring at or below 3. Lake and Will have the worst average speed scores (3.46 and 3.39, respectively) as well as the smallest proportion of segments scored at or below 3 (49% and 53%, respectively). North Central and West Central have the best average speed scores (1.46 and 1.45, respectively) and among the largest proportion of segments scored at or below 3 (98% and 94%, respectively -- only Chicago, with a near perfect 99%, is better).

It should be noted that for practical reasons, our analysis is based on posted and not actual speeds. On some roads actual speeds are significantly higher than posted speeds. In areas where curb cuts are common both high speed limits and bikeways adjacent to the road are dangerous. In these cases lower speeds should be established and maintained. In corridors where curb cuts are infrequent, adjacent bikeway or wider shoulder accommodations should be considered. Higher speeds can then be maintained. See *Selecting Roadway Design Treatments To Accommodate Bicycles* (FHWA,1992), for recommendations on bicycle facilities at various speed levels.

H. Intersection Stress Score Analysis

Data collection regarding conditions at intersections was limited to the number of arterials crossed, the number of unsignalized intersections, and the number of intersections with right turn lanes. Many other factors that significantly affect bicycles at intersections were beyond the scope of this project. For example, it was not feasible to collect and analyze such factors as turning volumes, intersection lane widths, and turn radii. Thus, an analysis of how bicycles function at intersections and what design improvements might be needed is a subject that will need additional study.

I. Crossing Conditions Analysis

Unsignalized crossings do not appear to be a significant problem region-wide. On the number of unsignalized arterials crossed, the subregions fell into two groups. Chicago, Kane, North Central and Southwest all averaged under .4 unsignalized arterial crossing per route. The rest were greater than .7 up to 1.13. Subregions which had the highest averages and problem areas identified in individual route evaluations should be investigated further.

Intersections with right turn problems generated a similar range from .17 to 1.03. Similarly, subregions such as Chicago and Lake which had the highest averages and problem areas identified in individual route evaluations should be investigated further.

Data on the number of arterials crossed is not analyzed because it was not uniformly collected.

J. Surface Conditions Analysis

For the most part subregional averages were well below the minor problem level. Surface Conditions were rated on a 1-5 scale, on which 1 = No Problem, 3 = Minor Problem and 5 = major problem. All drain grate averages were below 2. Only Chicago and South/Southwest went above 2 for railroad crossings with 2.17 and 2.6 respectively. The highest average score was a 3.37 in bad pavement for Chicago. The other higher bad pavement average scores were 2.07 and 2.00 in North/Northwest and Will. Outside of consistent minor pavement problems in Chicago, surface conditions do not appear to be a significant overall problem in northeastern Illinois. However isolated problem spots were identified.

IDOT has for several years now approved only bicycle-safe drain grates. We are not aware of any new drain grates that are a problem. Old grates on key bicycle routes should be replaced or retrofitted.

The safety advantages of rubberized RR crossing are widely recognized for all types of traffic including bicycles. Unfortunately they are expensive. Current programs for upgrading RR crossings seem sufficient. On key bicycle routes where tracks are not perpendicular to the roadway, a shoulder flange that allows bicyclists to cross the tracks at a right angle is recommended.

Poor pavement is primarily a condition of the availability of maintenance funds at the local level. The needs of bicycle routes should be incorporated into the process for setting maintenance priorities.

VI. Bicycle Parking Evaluation

Secure, well-located bicycle parking is important to making bicycle trips convenient and practical. If the car is in a garage with an automatic door opener and the bicycle is in a basement behind some boxes, relative trip time will be affected. Similarly, if the bike racks are at a building entrance and the parking lot is a block away, the bike trip gains an advantage. Minimizing the risk of bike theft and maximizing the convenience of bicycle parking improves the bicycle's ability to compete for mode share.

In public areas, government agencies can provide bicycle parking facilities. Zoning ordinances can require developers to provide bicycle parking facilities. On already developed private property, encouragement and marketing activities can influence management to provide parking facilities.

Chart 3: Parking (Appendix B) includes subregional and regional data for the percentages of destinations that provide various types of parking accommodations.

Less than half of the destinations sampled had any bicycle racks at all. Less than a quarter of the destination sampled had well-located, well-designed bicycle parking. Bicycle storage hassles at destinations can be a major disincentive to utilitarian bicycle use. Certainly the current programs for providing bicycle racks and lockers should be expanded. Unfortunately these programs normally only address parking on the public property. Private property could be encouraged to provide parking facilities through zoning requirements or tax incentives.

VII. Summary of Policy Recommendations

The major product from this analysis will be a set of policies that would help to solve the access, convenience, and parking problems on routes throughout the region.

A. Network Improvements

- Establish a process for identifying and prioritizing cut-throughs, short-cuts, bridges, and underpasses where they would be most effective.
- Establish a program to make funding available to communities to undertake short local links in the street network to facilitate bicycle and pedestrian travel.
- As a part of arterial projects, make funding available to communities adjacent to those arterial projects that have difficulty accommodating bicycles within the project right-of-way for local network improvements
- Develop mechanisms for recognizing the future needs for these non-motorized connectors in development decisions.

B. Arterial Segment Improvements

- Implement routine consideration of the specific access needs of bicyclists in all arterial and collector project planning. The August 1, 1995 IDOT policy for accommodating bicycles in highway improvements is a good model and should be duplicated at all levels of government.
- The region should initiate a program to identify and improve the problematic arterial segments where the demand and benefits are greatest.
- Provide a basic level of bicycle accommodation in all arterial projects.
- Provide special facilities where demand or land use warrant.
- Provide special facilities where the arterial provides unique access across a barrier.
- Where Curb lane width is a problem: Create wider curb lanes by reconfiguring lane and median widths on the roadway. Any additional width, no matter how small, improves bicycling. If enough width is available or can be added, bike lanes provide better accommodation and encouragement where demand merits it. In non-urban cross sections, paved shoulders, if properly maintained, also function as bike lanes.
- Where traffic speed is a problem: In areas where curb cuts are common both high speed limits and bikeways adjacent to the road are dangerous. In these cases lower speeds should be established and maintained. In corridors where curb cuts are infrequent, adjacent bikeway or wider shoulder accommodations should be considered. Higher speeds can then be maintained. See *Selecting Roadway Design Treatments To Accommodate Bicycles* (FHWA,1992), for recommendations on bicycle facilities at various speed levels.
- On key bicycle routes where RR tracks are not perpendicular to the roadway, a shoulder flange that allows bicyclists to cross the tracks at a right angle is recommended.
- The needs of bicycle routes should be incorporated into the process for setting maintenance priorities.

C. Parking Improvements

- Require the provision of bicycle parking facilities in all new development and construction
- Establish a program for providing bicycle parking facilities in public areas where the demand is the greatest
- Expand current programs for providing bicycle racks and lockers in public areas where the demand is the greatest.
- Encourage private property managers to provide parking facilities through tax incentives or other incentives.

PROBLEM SUMMARY

PRIORITY TRAVEL ZONE INVENTORY

Regional 405 routes in the sample

I. Convenience

- 21 routes (5.2%) shorter than the most direct auto route
- 278 routes (68.6%) the same length as the most direct auto route
- 90 routes (22.2%) a little longer (less than 25%) than the most direct auto route
- 16 routes (4.0%) much longer (25% or more) than the most direct auto route

II. Traffic Stress

- 271 routes (66.9%) had Overall Scores above 3. (not suitable for typical cyclist)
- 134 routes (33.1%) had Overall Scores of 3 or less. (suitable for typical cyclist)

- 248 routes (61.2%) had Arterial Scores above 3. (not suitable for typical cyclist)
- 115 routes (28.4%) had Arterial Scores of 3 or less. (suitable for typical cyclist)
- 42 routes (10.4%) had no Arterial Score, as they did not use any arterials/collectors.

- 71 routes (17.5%) had Intersection Scores above 3. (not suitable for typical cyclist)
- 334 routes (82.5%) had Intersection Scores of 3 or less. (suitable for typical cyclist)

Arterials/collectors were used for 718.18 miles (55.5%) of the 1,294.45 miles covered by the 405 trips in the sample. There were a total of 1,051 road segments in the sample.

- 482 road segments (45.9%) scored above 3. (not suitable for typical cyclist)
- 569 road segments (54.1%) scored 3 or less. (suitable for typical cyclist)

Of the 482 road segments that scored above 3:

- 344 scored 4 or below (137 scored above 4)
- 175 (36.3%) had poor speed scores (above 3)

- 412 (85.5%) had poor curb lane width scores (above 3)
- 370 (76.8%) had poor curb lane volume scores (above 3)

Comments: Arterial/collector problems on 25.5% of the route miles sampled are causing 61.2% percent of the trips sampled to be unsuitable for a typical cyclist. Curb lane volume and Curb lane width problems were the most pervasive at 76.8% and 85.5% respectively. Speed was less commonly a problem at 36.3%.

III. Parking

- 1% of destinations had secure indoor parking
- 1% of destinations had bike lockers
- 24% of destinations had good bike racks
- 44% of destinations had sub-standard bike racks
- 27% of destinations had other outdoor bike parking
- 10% of destinations had covered bike parking
- 39% of destinations had bike parking near the building entrance
- 7% of the destinations had a secured bike parking area

Chart 1: Convenience

	Chicago	DuPage	Kane	Lake	McHenry	North/ Northwest	North Central	South/ Southwest	West Central	Regional Totals
# of Routes	75	30	30	30	30	60	30	62	28	405
Total Route Miles	283.75	98.25	67.25	121.65	70.75	169.25	91.25	248.35	57	1297
Average Trip Length	.3.78	3.28	2.24	4.06	2.36	2.82	3.04	4.01	2.04	3.20
% on Local Streets	15.5%	53.2%	37.1%	19.1%	42.0%	44.9%	58.5%	35.6%	77.2%	37.3%
% on Arterials/Collectors	84.5%	30.3%	23.9%	57.2%	57.4%	50.7%	41.4%	62.4%	21.0%	55.9%
% on Off-street Bike Paths	0.0%	16.5%	39.0%	23.8%	0.6%	4.5%	0.1%	2.0%	1.8%	6.8%
Average Directness Score	2.19	2.60	2.23	2.20	2.03	2.28	2.33	2.23	2.18	2.25
% Distribution of Directness Scores:										
Bike Trip Shorter (D=1)	0.0%	13.3%	3.3%	3.3%	16.7%	1.7%	0.0%	14.5%	0.0%	5.2%
Bike Trip Same Distance (D=2)	81.3%	30.0%	70.0%	73.3%	63.3%	75.0%	66.7%	56.5%	85.7%	68.6%
Bike Trip < 25% Longer (D=3)	18.7%	40.0%	26.7%	23.3%	20.0%	16.7%	33.3%	21.0%	10.7%	22.2%
Bike Trip >=25% Longer (D=4)	0.0%	16.7%	0.0%	0.0%	0.0%	6.7%	0.0%	8.1%	3.6%	4.0%

Chart 2: Traffic Stress

	Chicago	DuPage	Kane	Lake	McHenry	North/ Northwest	North Central	South/ Southwest	West Central	Will	Regional Totals
# of Routes	75	30	30	30	30	60	30	62	28	30	405
Total Route Miles	283.75	98.25	67.25	121.65	70.75	169.25	91.25	248.35	57	89.5	1297
% on Arterials/Collectors	84.5%	30.3%	23.9%	57.2%	57.4%	50.7%	41.4%	62.4%	21.0%	43.0%	55.9%
# of Arterial/Collector Segments	300	64	23	74	70	124	115	163	77	49	1059
Avg # of Art/Col Segments	4.00	2.13	0.77	2.47	2.33	2.07	3.83	2.63	2.75	1.63	2.61
Avg Overall Route Stress Score	3.75	3.74	2.63	4.27	3.71	3.67	3.08	3.98	2.90	3.00	3.55
% of Routes w/ Overall Score <=3	16.0%	30.00%	50.00%	13.33%	33.33%	35.00%	66.67%	9.68%	67.86%	56.67%	0.33
Avg Arterial Stress Score	3.51	3.77	2.07	3.78	3.56	3.36	2.98	3.92	2.37	3.23	3.33
% of Routes w/ Arterial Score <=3	22.7%	25.93%	50.00%	20.00%	33.33%	40.00%	70.00%	9.68%	85.71%	45.00%	0.36
Avg. Segment Stress Score	2.95	3.16	3.55	3.59	3.09	3.37	2.32	3.73	2.11	2.90	3.14
% of Segments w/ Overall Score <=3	62.67%	51.56%	30.43%	33.78%	62.86%	39.52%	89.57%	15.95%	89.61%	57.14%	0.54
Avg. Curb Lane Volume (CLV) Score	4.10	3.75	3.91	3.68	3.41	3.75	2.79	4.14	2.44	2.98	3.61
% of Segments w/ CLV Score <=3	34.00%	51.56%	34.78%	54.03%	64.29%	54.84%	77.39%	29.45%	85.71%	89.80%	0.51
Avg. Curb Lane Width (CLW) Score	2.81	3.25	3.70	3.64	3.33	3.65	2.70	4.19	2.44	2.53	3.30
% of Segments w/ CLW Score <=3	67.33%	39.06%	21.74%	25.68%	22.86%	31.45%	78.26%	9.82%	70.13%	55.10%	0.47
Avg. Speed Score	1.95	2.48	3.04	3.46	2.51	2.72	1.46	2.99	1.45	3.39	2.55
% of Segments w/ Speed Score <=3	99.33%	70.31%	60.87%	48.65%	82.86%	72.58%	97.39%	73.62%	93.51%	53.06%	0.82
Avg Intersection Stress Score	1.99	2.30	1.23	3.10	2.47	2.58	1.63	1.71	2.14	2.30	2.13
% of Routes w/ Intersection Score <=3	82.7%	86.67%	100.00%	50.00%	80.00%	66.67%	93.33%	96.77%	78.57%	90.00%	0.82
Avg # of Arterials Crossed	1.80	2.00	1.07	3.33	1.67	3.28	3.70	2.50	3.11	2.07	2.47
Avg # of Unsignalized Intersections	0.21	0.70	0.07	1.13	0.97	1.05	0.40	0.30	0.82	0.87	0.62
Avg # of Intersections w/ Right Turn Only	0.95	0.67	0.17	1.03	0.50	0.57	0.23	0.40	0.32	0.47	0.56
Other Conditions:											
* Railroad Crossings	2.17	1.07	1.03	1.17	1.20	1.20	1.30	2.60	1.11	1.53	1.57
* Drain Grates	1.80	1.00	1.00	1.23	1.00	1.13	1.07	1.50	1.07	1.37	1.28
* Bad Pavement	3.37	1.00	1.23	1.27	1.03	2.07	1.67	1.00	1.32	2.00	1.72

Chart 3: Parking

	Chicago	DuPage	Kane	Lake	McHenry	North/ Northwest	North Central	South/ Southwest	West Central	Will	Regional Totals
Secure Indoor	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Bike Lockers	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	1%
Good Racks	28%	10%	50%	10%	0%	30%	20%	5%	70%	20%	24%
Sub-Standard Racks	20%	30%	80%	50%	60%	60%	70%	50%	20%	20%	44%
Other Outdoor	68%	0%	10%	60%	10%	35%	10%	0%	30%	10%	27%
Covered Parking	4%	0%	0%	30%	10%	20%	20%	5%	20%	0%	10%
Near Building	8%	30%	40%	20%	30%	60%	80%	40%	90%	10%	39%
Secured Area	4%	0%	0%	0%	0%	10%	30%	5%	20%	0%	7%
# of Destinations	25	10	10	10	10	20	10	20	10	10	135
% of Destinations	18.5%	7.4%	7.4%	7.4%	7.4%	14.8%	7.4%	14.8%	7.4%	7.4%	100.00%

"Bicycles on Transit:
Peer Review Analysis"
(excerpt)

August 1995

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Bicycles On Transit: Peer Review Analysis



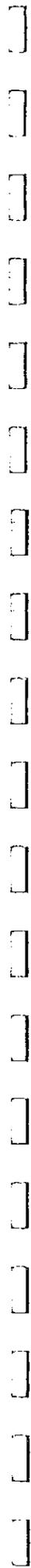
**Regional
Transportation
Authority**

**Prepared By:
The RTA Planning Division**



**Prepared For:
CATS Non-Motorized
Issues Task Force**

August 1995



BICYCLES ON TRANSIT: PEER REVIEW ANALYSIS

Introduction

For the CATS Non-Motorized Issues Task Force, the Regional Transportation Authority (RTA) is coordinating an effort with its three Service Boards (Chicago Transit Authority, Metra, and Pace), regarding the issue of bicycles on transit. To initiate this effort, the RTA has developed a "White Paper" on the subject of bicycles on transit. The focus of this paper is to document some of the benefits and costs associated with bicycles on transit.

Approach

To document the costs and benefits of bicycles on transit, the RTA contacted each of the Service Boards' "peer" transit properties. For the past five years, the RTA has conducted a comparative peer review to track, by mode, how the Service Boards compare to other similar systems around the country. For each mode, a series of consistent performance measures has been developed. The data used to quantify the various measures is from Section 15, a system of reporting that is required by the federal government for all transit operators.

The four transit modes are: commuter rail, heavy rail, urban bus, and suburban bus. Peer properties were selected based on similar operating environments and demographic characteristics as compared to the transit modes operated in Northeastern Illinois.

Due to differences in the operating characteristics of the different modes (equipment, speed, right-of-way, etc.), comparisons are more realistic between properties within a mode. Using this logic, the peer review approach was used as a systematic way to examine the issue of bicycles on transit. It provides a more consistent "apples-to-apples" comparison. However, it should be recognized that each transit agency provides service under unique operating conditions. Even within each peer group there are subtle, but important differences between equipment and operating procedures. A listing of the peers by mode follows below:

Commuter Rail

- Metra, Chicago
- Massachusetts Bay Transportation Authority (MBTA), Boston
- Long Island Rail Road (LIRR), suburban New York
- Metro-North Commuter Rail Road (M-N), suburban New York
- New Jersey Transit Corporation (NJT), suburban New York
- Southeastern Pennsylvania Transportation Authority (SEPTA), Philadelphia

Heavy Rail (Rapid Transit)

- Chicago Transit Authority (CTA)
- Massachusetts Bay Transportation Authority (MBTA), Boston
- New York City Transit Authority (NYCTA)
- Southeastern Pennsylvania Transportation Authority (SEPTA), Philadelphia
- Washington Metropolitan Area Transit Authority (WMATA), Washington, D.C.

Urban Bus

- Chicago Transit Authority (CTA)
- Massachusetts Bay Transportation Authority (MBTA), Boston
- New York City Transit Authority (NYCTA)
- Southeastern Pennsylvania Transportation Authority (SEPTA), Philadelphia
- Washington Metropolitan Area Transit Authority (WMATA), Washington, D.C.

Suburban Bus

- Pace
- Alameda-Contra Costa Transit District (AC Transit), suburban San Francisco
- Long Island Bus (LIB), suburban New York
- Orange County Transportation Authority (OCTA), suburban Los Angeles
- San Mateo County Transit (SamTrans), suburban San Francisco

Primary information came from telephone interviews with contacts at each individual peer transit agency. Major themes covered in the telephone interview included:

- Bicycle Accommodations
- Cost To Bicyclists
- Administrative Costs
- Conflicts with Passengers and/or Disabled Passengers
- Impacts on On-Time Performance
- Ridership Impacts
- Safety/Liability Issues
- Demand for Space
- Operational Issues

A summary of each interview is included in Appendices A through D. Interviews were conducted in July and August of 1995. Supplemental information was also obtained from Section 15 data supplied to the RTA by the peer transit agencies. Operating characteristics and fleet inventory information were gathered from the 1995/96 edition of Jane's Urban Transport Systems.

Summary Results

Commuter Rail (See Appendix A)

All of Metra's five commuter rail peer properties allow bicycles on commuter trains. These include: MBTA (Boston), Long Island Rail Road, Metro-North, New Jersey Transit, and SEPTA (Philadelphia). The Long Island Rail Road has allowed bicycles on their commuter trains since 1983. Since that time, LIRR has issued approximately 15,000 permits, roughly 2,500 to 3,000 per year. The Long Island Rail Road is the largest commuter rail operation in the country, hauling approximately 95 million unlinked passenger trips annually. The other peer commuter rail properties issue 800 to 2,500 bicycle permits per year.

Typical days and hours of use: Saturdays and Sundays; off-peak hours, Monday through Fridays; and some holidays. Collapsible bicycles are allowed at all times. All of the peer properties **do not** allow bicycles during peak commute hours. Individual restrictions apply as to when and how bicycles can be stored on the trains. See Appendix E for a detailed discussion of the applicable rules and regulations regarding bicycle transport.

Bicycle storage depends on the type of equipment used. Areas in which bicycles are stored include: vestibules (on bi-level coaches), doorways, walkways, "deadhead" coaches (coaches that are out-of-service, but are part of the consist), and wheelchair/bicycle securement areas (on accessible coaches).

The New Jersey Transit recently retrofitted their commuter rail cars for wheelchair passengers and/or bicycles. The accessible area can accommodate two bicycles. Cyclists are required to carry bungee cords to secure bicycles to a special handle.

Rules and regulations governing bicycle capacity are typically specified in the application forms. The MBTA allows up to six bicycles per train. Two to four bicycles per train are the norm. The following is a typical caveat, "The carriage of bicycles on a given train or for a continuous journey on connecting trains cannot be guaranteed. Train crews and other operating personnel have the authority to restrict bicycle access, if in their judgment, the bicycle cannot be carried safely."

All properties require a permit to transport bicycles on the trains. Costs of the permit range from free to \$5. Permits on Long Island Rail Road, Metro-North, and New Jersey Transit are lifetime permits. MBTA permits are valid for four years.

Adults (18 years plus), young adults (15-17), and children (under 14) typically qualify for permits. Restrictions apply for young adults and children; i.e., parents must sign the application form, and a responsible permit holding adult must accompany them on the trains. The MBTA permit is actually a photo-ID pass. The other properties issue plain paper permits.

Administrative costs were reported as difficult to calculate because they are usually dispersed among various departments. Typical areas of responsibility include: marketing, customer service, operations, and pass issuing departments. None of the commuter rail properties devoted a full-time staff person to this program. With the exception of the New Jersey Transit, where the permit is free, it was the general consensus that the permit application fee covered most, if not all, of the administrative costs. For instance, the actual cost to produce the photo ID at the MBTA is approximately \$1.50, while they charge \$5.00 for a bicycle permit.

Regular passengers and disabled passengers have priority over bicycle passengers. Rules and regulations are fairly consistent in this regard. According to the Long Island Rail Road, "Bicycles will be permitted on trains when they will not interfere with the safety and comfort of other passengers. Cyclists board trains after all passengers have boarded." According to the New Jersey Transit, "Persons with disabilities requiring the use of the accessible area will always have preference for travel in the accessible car over a bicyclists. If a person with a disability requests the accessible space, cyclists must detrain and wait for the next available train."

Since bicycle access is limited to off-peak times and/or weekends and holidays, on-time performance impacts were not perceived as critical. Most operating departments are of the opinion that bicycles on trains slow down boarding and alighting. This is especially evident among the operating department at the Long Island Rail Road concerning their diesel fleet, where bicycle passengers must climb internal steps to access the passenger compartment. However, none of the properties reported any significant delays due to this program.

Other than the number of permits issued, "bicycle passenger" ridership is not monitored. Peer contacts reported that anecdotal evidence indicates that bicycle permit holders are new or not regular users of transit. Recreational destinations are very popular and account for the vast majority of the ridership. Overall ridership impact has been marginal.

With the exception of the Long Island Rail Road, none of the contacts reported any suits or claims filed against their agency regarding the bicycle on train program. The Long Island Rail Road representative said, "there have probably been claims filed against LIRR concerning this program, but I am not exactly sure since this is not my department."

Applications for a permit require that the bicycle passenger sign a release that waives the operating authority of liability. Typical language contained in the application: "I hereby agree to assume all liability for any damage or injury to myself, other persons, or property, resulting from, or in connection with the carriage of my bicycle failure to comply with the regulation will result in the permit being revoked."

Heavy Rail (Rapid Transit) (See Appendix B)

All of the CTA's four peer heavy rail properties currently allow bicycles on trains. These four operating properties are: MBTA (Boston), New York City Transit Authority (NYCTA), SEPTA (Philadelphia), and Metro (Washington D.C.). With the noteworthy exception of the New York City Transit Authority, bicycle transport is generally restricted to, evening off-peak hours, Monday through Friday, Saturdays and Sundays, and some holidays. Specific restrictions apply for each operating authority. Collapsible bicycles are allowed on all the peer properties at all times.

It is interesting to note that bicycles are allowed on the New York City subways 24 hours per day. There are no restrictions or permits required to bring a bicycle on the subway system. Bicycle transport is governed by the New York City "bulky item rule". See Appendix E for a copy of the NYCTA brochure, "Bicycle Safety Tips for Subway Customers."

Both the MBTA (Boston) and SEPTA (Philadelphia) allow two bicycles per rapid transit train. Typically, bicycles are stored at either end of the last rapid transit car. Washington Metro allows two bikes per train on weekday evenings, four bikes on weekends and applicable holidays. The MBTA also prohibits bicycle access at high volume stations; i.e., Park Street, Downtown Crossing, and Government Center. No special equipment has been installed to accommodate bicyclist on any of these systems. Before boarding, cyclists must allow other passengers to exit and enter.

Permits are required on three of the systems, ranging from \$5 to \$15. SEPTA issues an annual \$5 permit, the MBTA issues a \$5 permit that is valid for four years, and the Washington Metro issues a \$15 permit that is valid for three years.

It was reported that administrative costs are difficult to track. The Washington Metro and SEPTA devote a full-time staff person to administer their bicycle on train program. Brochures, permits, and applications are printed in-house. Costs are generally dispersed to other departments as well, such as, customer service, marketing, and pass issuing departments.

The New York City Transit Authority representative reported that complaints have been "few and far between". At NYCTA regular passengers and disabled passengers have priority. At SEPTA and the Washington Metro, the permit application specifically stipulates that regular passengers and disabled passengers have priority. According to the permit from the Washington Metro, "Bike-On-Rail patrons must not allow the bicycle to interfere with passengers on the platform when boarding or alighting a train."

None of the agencies reported any significant impact regarding on-time performance. All of the agencies reported that ridership impact is generally low. Since 1992, the Washington Metro has issued 10,000 permits. According to the Washington Metro representative, the impact on ridership is "invisible", the number of permit holders is small compared to the number of people who use the system on a daily basis.

The MBTA issues approximately 1,500 permits per year and SEPTA issues between 800 and 1,000 annually. (However, the MBTA and SEPTA permit allows access on both the rapid transit system and commuter rail system.)

All agencies in the heavy rail category indicated that no claims or suits have been filed against their respective agency regarding their bicycle on train program. The MBTA, SEPTA, and Washington Metro permit application requires that the applicant waive the agency of liability. The cyclist assumes all the risk and liability. According to Washington Metro's Rules and Regulations, "The cyclist is responsible for injury to self or other passengers, as well as, for damage to the bicycle or rail car caused by the cyclist's bicycle, including any injury or damage caused by cyclists losing control of a bicycle during sudden train stops and/or accelerations."

Urban Bus (See Appendix C)

None of CTA's urban bus peer properties allow bicycles on buses. The urban bus peers are: MBTA (Boston), New York City Transit Authority (NYCTA), SEPTA (Philadelphia), and WMATA (Washington, D.C.). The following is a summary listing of the reasons that these properties do not allow bicycles on buses.

- Operational Delay. Delays associated with loading and unloading of bicycles in a heavily congested urban environment. All the properties indicated that they have a difficult time staying on schedule. Bicycles on the bus would cause unacceptable delay "in our market". Contacts felt that bicycle on bus programs are not conducive in major urban markets.
- Short Trip Lengths. Bus trips are typically shorter than rail trips in urban areas. The agencies questioned the utility of bicycles on buses, when bicycles can "compete" with bus travel times.
- Capital Expense. The agencies contacted questioned the capital expense of racks relative to the "new" riders generated.
- Security/Insurance. The issue of bicycle security was raised. The operating agency could not guarantee against theft of the bicycles from the rack.
- Safety. The added length of a front loaded rack was perceived as a hazard. This is especially true of narrow urban streets where buses have a difficult time turning.
- Maintenance. The issue of washing the bus was raised numerous times. It was felt that the bicycle rack would damage the bus washing brushes.

According to the NYCTA representative, "local bicycle advocates are not pursuing bicycles on buses because they recognize the operational difficulties we face. They realize that bicycles, in some of instances, are actually faster than the bus." The Washington Metro representative indicated they are considering a test case, possibly on a suburban feeder route.

Suburban Bus (See Appendix C)

The Orange County Transportation Authority (OCTA) is the only of suburban bus peer of Pace that has a bike on bus program. Alameda-Contra Costa Transit District (AC Transit) allows bicycles **in** the bus on two routes. SamTrans has an informal policy regarding bicycles **inside** the bus, during off-peak periods only, and at the discretion of the bus driver.

The OCTA has installed approximately 50 front loaded bicycle racks on five routes. These racks accommodate up to two bicycles. During the summer of 1994 use ranged from 1,000 to 1,500 boarding per month. The OCTA representative felt that the racks were attracting new riders by making the transit trip more convenient. AC Transit and SamTrans report very low demand. Recreational destinations are the most popular market. The OCTA targeted routes that have fast run times, recreational/institutional destinations, and school age populations.

The front loaded rack used by OCTA adds 36 inches to the front of the bus. No significant operating problems were reported by OCTA with the added turning radius. When not in use the OCTA bike racks folds up. In addition, no problems were associated when washing the buses with the rack installed. Initial operational problems revolved around assigning rack equipped buses to proper routes. This problem has been corrected. OCTA reports no impacts on on-time performance. See Appendix E for some material on the Sportworks bicycle rack that is used by OCTA. The rack/bracket combination costs between \$525 to \$710 per unit depending on materials.

The following is a summary of the issues that the other peer agencies cited regarding bicycles on buses:

- Excessive capital costs relative to ridership gain.
- Interlining.
- Union rules that prohibit drivers with assisting cyclists in loading bicycles on racks.
- Front loading racks interfere with headlights. Cause bus to be out of compliance of State of California laws regulating night vision/lighting.
- Maintenance - Union rules that prohibit workers from removing racks prior to bus washing.
- It is perceived by maintenance personnel that the racks would "chew-up" washer brushes. (Washer brushes cost \$600 to replace).
- Safety and liability.
- Would not work well in a congested suburban environment.

Conclusion

Most of the agencies contacted indicated that bicycles on transit have marginal positive impact on ridership. Bicycles on transit is offered primarily as a customer convenience and service enhancement. Recreational destinations are the primary market niche. Weekends and off-peak periods are the most common allowable usage times. Bicycles on transit is also viewed as a way to increase the transit system's catchment area at the origin and destination ends of the trip. Transit trips are captured well beyond the normal walk access and walk egress distances. These programs have also created "good will" and are a visible example of ways to reduce air pollution. Some agencies indicated that it promotes their expanded mission and philosophy of providing intermodal alternatives to auto travel.

The CTA, Metra, and Pace will be conducting their own individual evaluation of the potential for bicycles on transit. Each of the Service Boards have unique operating environments, so peer properties experiences are not necessarily applicable.

Sources

1. Telephone interviews with peer agencies, see appendices for specific contacts.
2. Section 15 data (1994) supplied to the RTA by the peer transit agencies.
3. Jane's Urban Transport Systems, 14th Edition, (1995/96), Jane's Information Group, Inc., Alexandria, VA.
4. Peer Review: FY 1993 Data. Prepared by the Planning & Marketing Development Department of the Regional Transportation Authority, January 1995.
5. Transit Cooperative Research Program, Synthesis 4: Integration of Bicycles and Transit. Transportation Research Board, 1994.
6. Orange County Transportation Authority, Bike and Ride Demonstration Project, Final Report, November 7, 1994. Prepared for the Mobile Source Air Pollution Reduction Review Committee.
7. Bikes-On-Bus. Service Delivery in Dade County: Suitability and Feasibility. Prepared for: Metropolitan Planning Organization for the Miami Urbanized Area and Metro-Dade Transit Agency. Prepared by Center for Urban Transportation Research, Miami, Florida, April 1995.
8. Sportworks nw, inc. 15500 Wood-Red Rd. NE #C-600, Woodinville, WA 98072.

Cover Photo Credits

1. CalTrain Today. Summer/Fall 1993. A Breakthrough for Bicyclists, Page 1.
2. Sportworks nw, inc.

Total Costs
of
Bicycle and Pedestrian Projects
in
Northeastern Illinois

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TOTAL COSTS OF BICYCLE AND PEDESTRIAN PROJECTS
IN NORTHEASTERN ILLINOIS
April 1, 1995

	FY 1993			FY 1994			FY 1995			Total Cost
	Projects	FY 93 Cost	94-97 Cost	Projects	FY 94 Cost	95-98 Cost	Projects	FY 95 Cost	96-99 Cost	
Enhancements	33	5,190,350	13,562,950	17	11,524,000	---	16	8,591,000	---	38,868,300
CMAQ	18	5,401,000	---	26	8,947,325	---	18	13,183,000*	---	27,531,325
IDOC Bike Path Program	12	1,124,110	---	20	1,819,400	---	11	1,072,000	---	4,015,510
LAWCON/OSLAD	7	1,262,300	---	7	1,248,700	---	---	---	---	2,511,000
Operation Greenlight	3	1,750,000	---	1	465,000	---	---	---	---	2,215,000
Interstate, N H S, Bridge	---	---	---	1	1,400,000	1,600,000	---	---	---	3,000,000
IL Highway	---	---	---	3	834,000	5,100,000	---	---	---	5,934,000
Local STP	---	---	---	13	1,779,000	1,879,000	---	---	---	3,658,000
TOTAL	73	14,727,760	13,562,950	88	28,017,425	8,579,000	27	22,846,000	---	87,733,135

* These are recommended projects from F95 CMAQ submittals to be funded in 1996.



Survey
of
Non-Motorized Facility Funding

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4. Do you require the petitioner to sign a legal document assuming liability and maintenance responsibilities before a non-motorized facility is constructed along or across your right-of-way?

Bicycle facilities
Yes _____ No _____

Pedestrian facilities
Yes _____ No _____

If yes for either above, is there a record of decision on petitioner impacts, or your saved costs? Please explain.

5. Do you have a record of whether or not non-motorized facilities exist along your right-of-way?

Bicycle facilities
Yes _____ No _____

Pedestrian facilities
Yes _____ No _____

If no for either above, would it be difficult to prepare such an inventory?

6. Do you have a written policy regarding non-motorized facilities?

Bicycle facilities
Yes _____ No _____

Pedestrian facilities
Yes _____ No _____

If yes for either above, please provide to the Task Force with a copy. If no, do you intend to develop one? Please explain how a local entity would request inclusion of a non-motorized facility if you do not already have a policy.

7. What is your past fiscal year's budget for non-motorized facilities, past and present?

Bicycle facilities = \$ _____ Pedestrian facilities = \$ _____

8. Please provide any additional comments which may be helpful to our understanding of funding for non-motorized facilities.

Thank you for your assistance !

SURVEY OF NON-MOTORIZED FACILITY FUNDING

- Do you maintain a record of your recent (past fiscal year) construction of non-motorized facilities, such as: (please circle all that apply)
 - sidewalks?
 - other pedestrian facilities?
 - trails?
 - paved shoulders?
 - bicycle lanes?
 - other bicycle facilities? (please specify)_____

If yes to any above, please provide length in miles, total costs, and the funding agency.

sidewalks:	length _____ miles	cost \$ _____
	funding agency: _____	
trails:	length _____ miles	cost \$ _____
	funding agency: _____	
other ped. facilities:	length _____ miles	cost \$ _____
	funding agency: _____	
paved shoulders:	length _____ miles	cost \$ _____
	funding agency: _____	
bicycle lanes:	length _____ miles	cost \$ _____
	funding agency: _____	
other bicycle facilities	length _____ miles	cost \$ _____
	funding agency: _____	

- Do you have a written policy for evaluating potential highway projects that include non-motorized facilities?

Bicycle facilities	Pedestrian facilities
Yes _____ No _____	Yes _____ No _____

If yes for either above, please provide to the Task Force with a copy, or explain below.

- Do your highway projects that include any non-motorized facilities receive a different level of priority?

Yes _____ No _____

Please explain.

- Please provide any additional comments that may be useful to our understanding of funding for non-motorized facilities.

Thank you for your assistance !



NON-MOTORIZED FACILITY FUNDING SURVEY
 DRAFT SUMMARY OF RESPONSES FROM COUNTIES AND IDOT DIST. 1
 December 6, 1995

SURVEY QUESTION	IDOT DIST. 1, COUNTIES										Total	
	IDOT-Dist 1	Cook	DuPage	Kane	Lake	McHenry	Will					
1. Maintain record of recent construction of non-motorized facilities?	No	No	Yes	No	No	No	No	No	No	No	No	1/7
2a. Routinely acquire row &/or easements for bicycle facilities when adding or expanding roads?	Yes	No	No	No	No	No	No	No	No	No	No	1/7
2b. Routinely acquire row &/or easements for pedestrian facilities when adding or expanding roads?	Yes	No	Yes	No	Yes	No	No	Yes	Yes	No	Yes	4/7
3. Require town to petition the highway engineers for right to secure non-motorized row adjacent to your roadways?	No	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	5/7
4a. Require petitioner to sign a legal document assuming liability & maintenance responsibilities before bicycle facility is constructed along or across your row?	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	6/7
4b. Require petitioner to sign a legal document assuming liability & maintenance responsibilities before pedestrian facility is constructed along or across your row?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7/7
5a. Do you have a record of whether or not bicycle facilities exist along your row?	No	No	Yes	Yes	No	Yes	Yes	No	No	No	No	2/7
5b. Do you have a record of whether or not pedestrian facilities exist along your row?	No	No	Yes	No	No	No	No	No	No	No	No	1/7
5c. Would it be difficult to prepare such inventories?	Yes	Yes	No	No	No	No	No	No	No	No	No	2/7
6a. Do you have a written policy regarding bicycle facilities?	Yes	No	No	Yes	No	No	Yes	No	No	No	No	2/7
6b. Do you have a written policy regarding pedestrian facilities?	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	4/7
7. Do you have a record of past fiscal year's budget for non-motorized facilities?	No	No	Yes	Yes	No	Yes	Yes	No	No	No	No	2/7

NON-MOTORIZED FACILITY FUNDING SURVEY
 DRAFT SUMMARY OF RESPONSES FROM SUBREGIONAL COUNCILS AND CITY OF CHICAGO
 December 6, 1995

SURVEY QUESTION	SUBREGIONAL COUNCIL											Total	
	Chicago	DuPage	Kane	Lake	McHenry	North Central	North Shore	North-west	South	South-west	West Central		Will
1. Maintain record of construction of non-motorized facilities?	Yes	Yes			No	No	No	No	No	No	No	No	2/10
2a. Written policy for evaluating projects that include bike facilities?	No	Yes			Yes	Yes	Yes	Yes	Yes	Yes	No	No	7/10
2b. Written policy for evaluating projects that include ped facilities?	No	Yes			Yes	Yes	Yes	Yes	Yes	Yes	No	No	7/10
3. Do projects with non-motorized facilities receive a different level of priority?	No	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	8/10

Total Respondents: 10 of 12

Non-Motorized
Plan Development

Status Report

June 1996

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**NON-MOTORIZED PLAN DEVELOPMENT
STATUS REPORT
JUNE, 1996**

TASKS	STATUS, Due Date X= Complete	RESPONSIBLE PARTY(S)	OTHER INFO
I. NON-MOTORIZED FACILITIES INVENTORY			
A. Design data collection methodology	X 9/94	NIPC	
B. Collect information & prepare manuscripts for GIS layer	X 9/94-3/95	Subregions	
C. Prepare draft regional & subregional GIS maps of existing & proposed bicycle facilities	X 3/95	NIPC	
D. Present draft maps to public	X 4/95	NIPC, subregions	At Bike/Ped Planning Expo
E. Review draft maps, make corrections, include additions/deletions	X 4/95-7/95	Subregions	
F. Revise inventory	X 8/95	NIPC	
G. Prepare Quad-based maps including facilities, roadways, & land use	X 8/95	NIPC	
H. Conduct population & land use analyses for each facility, with 1/2 mile and 1 mile buffers, forward to subregions	X 11/95	NIPC	
II. PRIORITY TRAVEL ZONES (PTZs)			
A. Identify PTZs for each subregion	X 8/94	NIPC	
B. Identify origin/destination points and 3 bike routes within each PTZ	X 8/94-2/95	Subregions	
C. Develop PTZ database	X 3/95	NIPC	
D. Evaluate PTZ routes	X 4/95-9/95	NIPC	

*Note: "Subregions" includes all of the CATS Councils of Mayors and the City of Chicago.

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**NON-MOTORIZED PLAN DEVELOPMENT
STATUS REPORT
JUNE, 1996**

TASKS	STATUS, Due Date X= Complete	RESPONSIBLE PARTY(S)	OTHER INFO
E. Prepare subregional PTZ reports	X 11/95	NIPC	
F. Prepare regional PTZ report	X 12/95	NIPC	
G. Draft final PTZ report (includes needs assessment, subregional comments)	X 12/95	NIPC	
H. Final PTZ report	X 12/95	NIPC	
I. Prepare potential policies for RTP component based on results	X 1/96	NIPC, NM Plan Dev. W.G.	Preliminary policies developed
J. Forward PTZ report to NMITF	3/96	NIPC	
III. GOALS AND STRATEGIES			
A. Develop Non-Motorized goals & strategies	X 2/95-3/95	Goals & Obj. W.G.	
B. Present to public for review	X 4/95	NIPC, Public	At Bike/Ped Planning Expo
C. Present to Non-Motorized Issues T.F.	X 5/95	Goals & Obj. W.G.	At 5/24/95 T.F. meeting
D. Circulate to public, NMITF mailing list for review and comment	X 6/95	NIPC	
E. Revise goals and strategies	X 7/95	Goals & Obj. W.G.	
F. Present final draft goals and strategies to NMITF, request approval	X 7/95	Goals & Obj. W.G.	NMITF approved at 7/28/95 meeting
G. Submit to 2020 RTP Committee	X 8/95	NMITF	Forwarded 8/2/95
IV. NON-MOTORIZED NEEDS STATEMENT (for financial input to RTP)			
A. Develop suggested criteria for subregional project selection	X 7/95	NM Plan Dev. W.G.	

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**NON-MOTORIZED PLAN DEVELOPMENT
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TASKS	STATUS, Due Date X= Complete	RESPONSIBLE PARTY(S)	OTHER INFO
B. Prepare estimated regional needs statement, based on information received from subregions, for financial input to 2020 RTP		NM Plan Dev. W.G.	Information from DuPage rec'd 9/95
V. FINANCIAL INFORMATION			
A. Collect data on non-motorized expenditures since advent of ISTE A	X 3/95	NIPC	
B. Evaluate non-motorized data from TCM survey conducted in June 1994	X 8/95	NIPC	
C. Develop funding surveys, send to IDOT, Subregions & Counties	X 8/95	NM Plan Dev. W.G.	
D. Complete surveys, return to NIPC by 9/15/95	X 9/95	IDOT, subregions, & counties	Rec'd 18 of 19 as of 11/9/95
E. Evaluate surveys, prepare summary	X 11/95	NM Plan Dev. W.G.	
F. Present summary report to NMITF	X 12/95	NM Plan Dev. W.G.	
G. Send participants survey results/summary report	X 12/95	NM Plan Dev. W.G.	
H. Prepare potential policies for RTP Component based on results	X 5/96	NMITF	Preliminary policies developed
VI. BICYCLES ON TRANSIT			
A. Discuss issues related to allowing bicycles on transit	X 5/95	NMITF, transit agencies	At 5/24/95 meeting
B. Review of peer transit agencies to determine which currently allow bicycles on transit	X 5/95-9/95	RTA	
C. Present information to NMITF	X 9/95	RTA	Presented on 9/29/95

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D. Provide information to transit agencies	X 10/95	NMITF	
VII. COMPILATION OF NON-MOTORIZED ISSUES TASK FORCE WORK EFFORTS (Bicycle & Pedestrian Planning, Summary Report)			
A. Compile documentation (subregional process, data inventories, non-motorized facilities inventory, PTZ process)	X 7/94-12/95	NM Plan Dev. W.G.	
B. Prepare outline/overview	X 10/95-11/95	NM Plan Dev. W.G.	
C. Present outline/overview to NMITF, Request approval to proceed	X 12/95	NM Plan Dev. W.G.	
D. Prepare draft document	X 12/95-2/96	NIPC	
E. Present to NMITF for review	3/96	NIPC	
F. Review and comment on document, submit comments to NIPC	3/96	NMITF	Comments due to NIPC by 3/15/96
G. Present final report to NMITF	4/96	NIPC	
VIII. 2020 RTP NON-MOTORIZED COMPONENT			
A. Compile elements	On-going 7/94 - ?	NM Plan Dev. W.G.	
B. Develop draft policies	11/95-1/96	NM Plan Dev. W.G.	
C. Create draft map of existing/committed non-motorized facilities	X 11/95	NIPC	
D. Submit draft map to NMITF	X 12/95	NIPC	
E. Request direction from RTP Committee on quantity and format for policies	X 3/96	NMITF	

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TASKS	STATUS, Due Date X= Complete	RESPONSIBLE PARTY(S)	OTHER INFO
F. Provide direction to NMITF on policy quantity/format		RTP Committee	
G. Develop draft policies and format for RTP Component	X 5/96	NMITF	
H. Prepare final draft component, including policies, background text, and maps		NMITF	
I. Review and comment on component		Subregions, public	
J. Revise component per comments		NMITF	
K. Submit to RTP Committee		NMITF	

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