

Road	Endpoints	Location	Priority	Conditions now	Suggestions
US 6	Bell to Fryer	Channahon	None	Lower need, good and heavily-used alternative just south.	
US 6	Empress to SW of McClintock	Joliet	Medium	No bike/ped access to casino, waterpark. Wide paved shoulders McClintock-Hollywood, and some approaching Terminal Ct (E of project). I&M trail parallel to north.	Ideally, work with Joliet on 0.2 mile trail link from I&M trail to Empress Dr. If not, consider extending project limit east to Terminal Ct, filling 800' and 200' paved shoulder gaps, so I&M Trail can be accessed.
US 6	94th Ave to IL 50 Cicero	south suburbs	TOO LATE? High 1,2; low 3	Sidewalks on at least one side for most of this segment. Some trail crossings.	1) Consider adding (smallish) right-corner islands to NE, SE corners at Cicero, to improve a major trail's crossing. 2) Work with towns to fill 1200' north sidewalk gap west from Oak Park Ave. 3) 88th Ave is a popular bicycle Xing - If demand-actuated, ensure triggering by on-road bikes.
US 12	Kenosha to Tryon Grove	Richmond	Low	Prairie Trail parallel on the west. Some need to get to Hill Rd (only good route east for a while) from Prairie Trail - it is possible to get to Hill now, but inconvenient.	Add 90' trail link from Prairie Trail to US12/Hill intersection, or 50' link to Prospect intersection.
US 12	US12 - Rand to I-90	Des Plaines	Medium	Sidewalks on at least one side, but no sidewalk crossing at Touhy.	1) Add sidewalk Xing of west face of Touhy intersection. 2) Work with Des Plaines on relevant bike plan components, including "local route" Jefferson-Perry, and ensuring on-road cyclists can trigger demand-actuated stoplights at Prospect, Thacker, Prairie.
US 12	Ewing to 106th	Chicago	None	Burnham Greenway east sidepath on north part, crosses.	
US 14	Bunker Hill to IL47	Woodstock	None	Some (3-4'?) paved shoulder. Widening shoulder for 1100' between IL120 and Rose Farm could help bike travel in this area, a bit.	
US 14	IL47 to Lake Shore	Crystal Lake	None	Recent sidepath built?? Lucas popular (unsignalized) Xing	
US 14	McHenry Co line to Hart	Barrington	Low	Kelsey (signalized), Cuba (unsignalized) are popular bicycle Xings; Hart (signalized) somewhat so.	If Kelsey, Hart are demand-actuated signals, they should detect on-road bicyclists, especially on their lower ADT legs (S-bd Hart, N-bd Kelsey).
US 20	West to I-90	Marengo	None	HUM Trail near Marengo.	
US 20	W of Summerfld to W of I-355	Bloomington	High	Sidewalks on at least one side, except east from Medinah. Most popular Xings: Bike/ped overpass, Medinah, Glen Ellyn, Swift.	Work with municipality to fill 0.5 mile sidewalk gap from Medinah to Swift. Top priority of this - as seen from paths taken in Strava - is the first 500' east from Medinah to business entrance.
US 20	N of Maple to S of Cardinal	Addison	High	Sidewalks on at both sides. Major Xing at Villa/Salt Creek Trail, with NE and SW right corner islands.	Add SE and NW right corner islands, to better isolate conflicts and for safer Xwalk and stopline locations closer to US 20.
US 30	IL47 to Galena Rd	Sugar Grove	???	*** ASK FOR MORE INFO ON WHERE EXACTLY. GALENA RD DOESN'T INTERSECT WITH US 30, I BELIEVE.	
US 30	IL 59 to Essington	Plainfield	Highest	New sidepath just added IL59-Renwick. Renwick to west Frontage: sidewalk one side(?), but can't determine final Renwick-Essington results post-construction. Have seen appreciable "necessity" bike/ped use Renwick-Essington for years, and good I-55 crossings are lacking in the area.	Where not already added in the US 30 reconstruction project, work with Plainfield to add at least a sidewalk (or sidepath) on one side between Renwick and Essington.
US 30	E of Church to Tonell Ave	New Lenox	None	Sidewalks on at least one side.	
US 30	IL 43 to IL 50	Matteson	Medium	Old Plank Road Trail parallel, nearby south. 8' paved shoulders mostly, except for right-turn lanes (Ridgeland Manor, Willow, Central) and pinch at Central. Some sidewalk being added as developed, but too far back at intersections (e.g., bad RIRO just W of Central.)	As more sidewalks are added with development, enforce better permitting bringing sidewalks closer to US 30 at intersections, allowing more realistic stopline locations. Fix south sidewalk Xing location at Cicero - use the islands.
US 30	Cottage Grove to Indiana State Line	south suburbs	High	Sidewalk west of IL394/Bear Creek. New sidepath in CN RR bridge project. Relatively sparser between, but mobile home subdivisions lack bike/ped access.	Work with towns to add a sidewalk (or sidepath) where currently missing. Torrence to the new sidepath's north end is the main priority.

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US 34	Kane/Kendall to Kane/DuPage line	Aurora	Low	Sidewalk one side, although not accessible from Point Blvd subdivision access.	Work with Aurora to add 300' south sidewalk from Pointe to Copley Hospital stoplight, adding a crosswalk. Or, add 1000' sidewalk from Pointe to Montgomery's signal.
US 34	Frontenac to Shandrew	Aurora	None	Sidewalk on at least one side. Frontenac popular bike Xing. South sidepath trail use Frontenac to 75th.	
US 41	Harbor to Ave L	Chicago	High	Existing bike lanes (with shared lane markings by some intersections), sidewalks both sides.	Maintain existing bike lanes.
US 45	Woodlawn to IL83	Mundelein	High 1, medium 2,3	Sidewalk on at least one side, except 1000' gap between IL60-IL83. Heavier bike use by Diamond Lake (good parallel route to south), Allanson, Lakeview intersections. No Xwalk or W-facing signal at Allanson stoplight.	1) Mark Xwalk, add ped activation and W-facing signal at Allanson. 2) Work with Mundelein to fill 1000' sidewalk gap, especially 600' from IL 60 to bank entrance. 3) Add IL 83 intersection west face Xing to connect sidewalks.
US 52	Jefferson to McDonough	Joliet	None	Mostly sidewalks on both sides. Parts of segment could potentially be restriped for bike lanes if (low occupancy) parking kept to one side - but low need right now.	
IL 1	Vincennes to 99th	Chicago	None	Sidewalks both sides. Wide (18'?) outside lanes shared with generally low-occupied parking. From Strava, relatively high bike use compared to nearby streets. Not in Chicago bike plan.	
IL 1	99th to 123rd	Chicago	None	Sidewalks both sides. Wide (18') outside lanes shared w/ generally low-occupied parking. From Strava, more bike use than nearby streets. Major Taylor Trail Xing at 118th. Not in Chicago bike plan.	
IL 1	130th to 159th	near south suburbs	Highest 1; high 2; medium 3	No bike/ped accommodation, prominent "goat-paths" by Whistler Woods, 142nd north to bridge, and 150th-Vincennes. No east sidewalk Xing at 144th. Bicycle Xings include 134th (Major Taylor Trail access, Cal-Sag Trail impacts?) and 144th - no apparent bicycle triggering at what are likely demand-actuated signals.	1) Add paved shoulders, or (with towns) sidewalks/sidepaths to fill the gaps in accommodation - with prominence of goat path helping set priorities. 2) At 144th, create Xing for east sidewalk, add crosswalk and E-bound ped-activation from trail. 3) At 134th, on-road bike detection needed to trigger greens.
IL 1	159th to Ridge	south suburbs	TOO LATE? Highest - high	Sidewalk on at least one side often, but there are many gaps throughout segment. Paved shoulders at and just south of I-80.	Work with towns to add sidewalks (or sidepaths or paved shoulders) to fill the gaps in accommodation - with prominence of goat path helping to set priorities.
IL 1	Union to IL 1	Crete	Medium	600' of IL 1 heavily used at Richton Rd (to Union Ave). Also, appreciable bike use south to Crete-Monee Rd. Sidewalks in Crete.	At 9300 ADT, consider 4-to-3 road diet, with shoulders or bike lanes, for 3000' from Union towards Crete. Similarly, 5900 ADT 4-to-3 road diet possible south of Crete.
IL 1	Church-Co. Line	Beecher	None	In town: both sidewalks, some bike use on 3-lane section	
IL 7	Caton Farm to Theodore	Crest Hill	None	Sidewalk where more developed. Centennial Trail on other side of river.	
IL 7	Windmill to Cook County line	Homer Glen	High	Sprawl with almost no bike/ped accommodation. No good parallel routes; poor connectivity except main roads.	This segment is on one of five top priority corridors in 2016 Will County Bikeway Plan, with a sidepath recommended. Work with towns on this.
IL 7	IL 43 to 143rd	near southwest suburbs	Highest 1; medium 2-3	Some sidewalks in Palos Heights, Palos Hills. Difficult, dangerous intersection at 80th/IL83/College to leave/get to Cal-Sag Trail (for example, trail users to get to Subway). Some cyclists "jog" right on IL 7 from Timber to 121st.	1) Add crosswalks, curb cuts (including existing islands) to create crossings at 80th/IL83/College. 2) Add 25-50' paved shoulders between Timber, 121st. 3) Work with cities in which sidewalks are lacking, esp. N of Woodland Trail
IL 19	Mercury to DuPage Co. line	Schaumburg	Medium	Sidepath and/or sidewalk, one or both sides, except 650' southwest of Mercury to south Elgin-O'Hare frontage. Still, some bike traffic. The gap can be avoided, but circuitously.	Work with Schaumburg on closing sidewalk/sidepath gap.

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IL 19	0.3 mi W of Mitchell to Baker	Roselle, Medinah	Medium	Some bike use, more E of Medinah due to few I-355/290 Xing options. Medinah is popular bike Xing road. Sidewalks through most of Roselle, gaps elsewhere.	Pave shoulders or work with towns to close sidewalk gaps: 400' west from Sycamore, 1600' from E of Hillcrest to W of Valley/creek are top priorities. Next priority: Schaumburg airport gap.
IL 21	Finstad to Church	Libertyville	High	Sidewalks both sides. Heavy bike use at Winchester Xing. Ped/bike Xing at Adler Park pool signalized entrance, reported problems with turning traffic.	Add ped-activated Lead Pedestrian Interval on both sides at Adler Park intersection. If Winchester signal is demand-actuated, triggering by on-road bikes needs addressing by one of the available means - especially W-bound.
IL 21	N of Sanders to S of Gregory	Northbrook	Medium	Sidewalk gaps adjacent to forest preserve land. Some bike use. Popular bike Xing at Winkelman (connecting Des Plaines River Trail branches).	Somehow improve trail Xing at Winkelman, preferably with more than just static warning signage.
IL 22	E of Old McHenry- E of Stonehaven	Long Grove	None	No bike/ped accommodation, sparse, very low usage or latent demand apparent.	
IL 22	US45 to Lakeside	Lincolnshire	High 1, medium 2,3	Sidepath or sidewalk, mostly both sides. Some bike use throughout, higher W of Oxford. Popular Xings (in order): Des Plaines River Trail Xing at Olde Half Day (uses two legs of 3-way intersection), Riverwoods, Oxford/Elm. E-bd right-turn onto I-94 ramp conflicts with trail.	1) Add right-corner island at E-bd right turn onto S-bd I-94 ramp, bringing sidepath Xing to island. 2) Investigating re-routing of trail Xing at Olde Half Day to east intersection leg, with a ped-activated Lead Pedestrian Interval to mitigate conflicts with S-to-E turners. 3) If Riverwoods and Oxford/Elm signals are demand-actuated, ensure on-road bicyclists can trigger.
IL 25	Page to Dundee	Elgin	None		
IL 25	Spring to Kendall Co. line	Aurora, Montgomery	High 1, medium 2,3	East bank Fox River Trail parallels from Gilman Trail south, Spring north. In between: some more bike use, sidewalks, no on-road accommodation. Need for better bike access between trail's end at Spring, south into downtown.	1) Work with Aurora on possible configurations downtown. 2) Restriping for bike lanes, possibly w/ road diet, seems feasible North-Benton (at least). 3) If E-bd Benton, W-bd Downer, and W-bd Spring signals are demand-actuated, ensure triggering by on-road bikes.
IL 31	Miller/Bull Valley to S of Gracy	McHenry	High	S of curbed area, there are paved shoulders, from too narrow width to 8' (varies). Prairie Trail, Green/Barreville popular bike routes parallel. No bike/ped access (or good alternative routes) to hospital and other destinations in developing area. IL 31 has significant bike use for "jog" from Ames to Edgewood. For that 1/4 mile, S-bd has right-turn lanes or 8' paved shoulders, N-bd 4' paved shoulders.	1) Where uncurbed, maintain or widen paved shoulders to 4' or more. Where curbed, work with McHenry to add at least a sidewalk. (Adding a sidepath on Bull Valley between the Prairie Trail and IL 31 would provide access to most of the unserved destinations and significantly lower this suggestion's priority.) 2) Maintain paved shoulders Ames to Edgewood, widening to 4'+ where needed.
IL 31	Strom to West (Elgin Ment. Hosp.)	Elgin	Low	Sidewalks through most of Elgin but no bike/ped accommodations N end of Elgin to Strom. Sidewalk Xing locations at US 20 ramps are poor.	Re-locate sidewalk Xings at US 20 to better locations closer to IL 31.
IL 31	Huntington to Kane Co. line	Algonquin	None	At least one sidewalk. Some bike use N of Edgewood.	
IL 31	Wildrose Spring to S of 3rd	St. Charles and Geneva	Medium	Some bike use throughout, especially Indian Mound to railroad bridge trail. That segment has a sidepath and/or wide paved shoulders. Popular bike Xings: South St (despite E-bd restriction), trail Xing N of Wheeler Park (skewed Xing), and Prairie. Sidewalks in towns except Geneva's narrow RR overpass.	1) Improve South St Xing for E-bd bicyclists - who are unlikely to detour to another street. 2) Maintain paved shoulder width where now exists N of St. Charles. 3) Straighten trail Xing N of Wheeler Park. 4) If Prairie signal is demand-actuated, ensure triggering by on-road bikes.
IL 31	Rathbone to Webster/Aucutt	Aurora, Montgomery	Medium	In Aurora, "goat path" where sidewalk missing. In Montgomery, 3-4' paved shoulders, sometimes wider.	1) Close sidewalk gaps - or road diet Aurora part to provide paved shoulders. 2) Maintain/widen to 4'+ paved shoulder width on Montgomery's part.

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IL 38	E of Technology to E of Pierce	West Chicago and Wheaton	Medium	No bike/ped accommodation for most of segment, but gravel shoulders help peds and some bikes. Gary's Mill (W of river) and Manchester get heavy bike use. Popular bike Xings: 1) Gary's Mill, 2) Washington/Fabyan, 3) Westhaven-Pierce (100' on IL38), 4) Shaffner to East St (900' on IL38) or County Farm (1000' on IL38).	1) Work with Wheaton to add sidewalk (or sidepath) or paved shoulder from Pierce at least to Westhaven; better from stoplight at Adare (w/ on-road bike detection). Wheaton's bike plan calls for a sidepath W from Fapp to the W city limit. 2) Pave 4'+ shoulders Shaffner to East St. 3) Pave 4'+ shoulders Shaffner to near County Farm (E-bd left-turn lane, W-bd from Walgreen's). 4) If Gary's Mill demand-actuated stoplight added, ensure on-road bike detection.
IL 43	US 41 to S of McGaw	Waukegan	Low	Sidepath Northpoint-Lakehurst but no link to the roads. Poor right-in-right-out sidewalk Xing at Candlewood Suites. Some biking, especially from Fountain Square to south, but some cut through parking lots.	Work with Waukegan to add sidewalk or sidepath from Lakehurst to south, including access to roads and other side of IL 43. If not, narrow inside lanes to 11', to provide more outside lane width as some improvement for existing, traffic-tolerant bicyclists. More carefully oversee sidepath/sidewalk design.
IL 43	MLK to Talbot	North Chicago	Medium	Appreciable level of biking, especially Buckley south. Sidewalk east side, Heiden to Talbot but no bike/ped accommodation north.	Ideally, work with towns/Abbott on sidepath or sidewalk, especially north of Heiden. If not, narrow inside lanes to provide 14' or more outside lane width as some improvement for existing, traffic-tolerant bicyclists.
IL 43	Lake-Cook to I-94	Deerfield, Northbrook	None	Some bicycle use. Sidewalk or sidepath on at least one side.	
IL 43	I-94 to Willow	Northbrook	Medium	Sidewalk/sidepath mostly, although tight over RR and none N of Dundee by forest preserve. Popular bike Xings: 1) Walters, 2) Shermer, 3) Voltz.	1) If Walters and Voltz are demand-actuated, ensure triggering by on-road bikes. 2) Add 4'+ paved shoulders where sidewalks absent (including north of Dundee).
IL 43	Main-Oakton, Waukegan-Harlem	Niles	None	Both sidewalks throughout. Good use of right corner islands at Waukegan and Oakton.	
IL 43	S of Cullom to N of Berkeley	near west suburbs	Medium	Sidewalks both sides. Some bike use, especially north. More heavily used parallel routes: Circle and Home (south), Oak Park (north). Most popular bike Xings: Longcommon/Riverside, Lake, Grand, Diversey, Belmont.	If any of the most popular bike Xings' signals are demand-actuated, ensure triggering by on-road bikes - especially for lower ADTs.
IL 43	78th to US 6	southwest suburbs	Highest 1; medium 2,3	Some bike use N, very little S. At least one (mostly two) sidewalks, except 131st-151st (forest preserve) - and very dangerous bridge/ramps stretch 92nd-98th having a goat path on the east side. 115th to Cal-Sag Trail, and 105th-107th (including SW Hwy intersection) get more bike use (on sidewalks). Popular trail Xings at 131st, 143rd signals.	1) Investigate ways (e.g., narrowing median) to provide *some* space for bikes/peds between 92nd-98th. 2) Improve the off-road flow between 105th (W of IL43) to 107th (E of IL43) including Southwest Hwy Xing. 3) Add ped-activated Lead Pedestrian Intervals and/or right corner islands to improve trail Xings at 131st, 143rd.
IL 43	US 6 to US 30	Tinley Park	High 1, medium 2,3	Some sidewalks north, none central/south. Usually poor access to other side of road. Notable gaps, at least the first two with goat paths seen: 300' S from 168th (StreetView shows on-road "necessity" cyclist), 600' by 170th, 163rd-167th, 900' 175th to Grove frontage road. Paved shoulders S of 183rd, except by US30 where shoulders removed recently(?). Some bike use. Popular bike Xings 167th, 175th.	1) Work with Tinley Park on closing the main sidewalk gaps N of I-80. 2) If 175th, 167th signals are demand-actuated, ensure triggering by on-road bikes. 3) Maintain shoulders south of 183rd - if not, add sidewalk or sidepath.
IL 47	State line to IL 173	Hebron	None		

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IL 47	IL 120 to IL 176	Woodstock	High	No good bike/ped access to most Woodstock IL47 businesses. Sidewalks rare, often poorly designed (e.g., can't cross roads at Lake, Country Club; adjacent to/encroached by State Farm parking lot). Goat path McConnell to Lake, west side. Popular bike Xings at Country Club, Lucas.	Work with Woodstock to construct at least one continuous sidewalk along IL47 as part of this project, seeking an external grant if needed. Improve local sidewalk policies and state permitting review process.
IL 47	Seavey to Kendall Co line	Sugar Grove	High 1, medium 2	Parts (especially mid to north) have wide paved shoulders. Two major bike Xings require short "jogs" on IL47: Merrill to either Thornapple Tree (500') or Scott (800'); Prairie (400', cyclists seen in Streetview).	1) Maintain or widen 4' paved shoulder width at these two jogs. 2) Maintain existing paved shoulder width elsewhere.
IL 50	Cicero to Manhattan-Monee	Monee	None		
IL 53	0.1 mi S of I-88 to Short St	Lisle	Medium 1,2; low 3	At least one sidewalk throughout. Burlington and Short, both popular bike Xings, need demand-actuation signal detection of on-road bikes. Burlington south sidewalk missing crosswalk at IL53.	1) Improve demand-actuation of on-road bikes at Burlington and Short. 2) Check with Lisle on Southport intersection opportunity for possible Lisle to Morton Arboretum trail. 3) Add south sidewalk Xing at Burlington.
IL 53	Biesterfield to DuPage Co line	Elk Grove Village	None	Sidewalks (or sidepath) both sides. Nice pavement coloration at Huntington sidepath Xings. Timber Drive subdivision can't cross IL53 to get to soccer field, sidepath.	
IL 53	Short to 59th	Lisle	None	Sidewalk at least one side in Lisle, none unincorporated.	
IL 53	NW of David Ln to I-290	Elk Grove Village	None		
IL 53	Joliet to Belmont	Romeoville	Medium	Sidewalk on south part, some paved shoulders on north end, no bike/ped accommodations in middle. Belmont sidewalk Xing location is incorrect, behind the stop line.	1) Work with Romeoville to complete the west-side sidewalk between Alexander and the BP, and to add an east-side sidewalk between Honeytree and Devonwood. 2) Ask Romeoville to re-route the sidewalk crossing at Belmont to be in front of the stopline, not behind it (dangerous).
IL 53	Remington to Old Chicago	Bolingbrook	High	Goat paths where sidewalks missing. Where sidewalks exist (around Old Chicago, Remington), Xings are missing.	Work with Bolingbrook to close sidewalk gaps. Add Xings at intersections.
IL 56	I-88 to River	North Aurora	Medium	Sidewalks except for gaps S of Com Ed easement (with goat paths). Fox River Trail Xings on both river sides, with RRFB on east. 4' paved shoulders on/near bridge, but W-bd from it, two curb protrusions block the shoulder. Fox River Trail (west) parallel to Lincolnway but can't access destinations.	Work with North Aurora to close sidewalk gaps. Consider narrowing travel lanes from 12' to 11' on bridge to allow paved shoulders to widen from 4' to 5'.
IL 56	0.1 mi W of Fairfield to 22nd	Lombard	High	Some disconnected sidewalks, with poorly designed intersections, but otherwise no accommodations to access many jobs, major mall and other businesses.	Work with Lombard to finish at least one (well-designed) sidewalk.
IL 56	Cadwell to Mannheim	Berkeley, Bellwood	Medium	Sidewalk on at least one side, except 800' gap between Illinois Prairie Path (IPP)/Forest and 46th. 12' gravel shoulders w/ some parking E of High Ridge. IPP routed S of Forest and away from IL 56, but probably due to Warren/Mannheim Xing difficulty, many go E-bd on IL 56. Others continue on Butterfield towards St. Charles Rd.	Pave 5' portions of the gravel shoulders for bike lanes. East of Mannheim, using Butterfield (instead of Washington) may be preferable, with IPP users being routed south back to off-road trail at some point.

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IL 58	Kane County line to IL 59	Elgin	Medium	At least one sidewalk Kane Co line to Shady Oaks, except short gap by Hiawatha. Congdon/Shoe Factory is a very popular route parallel to north. Major trail Xing at IL59. Proposed primary bikeway W of Berner in Elgin bike plan.	1) Work with Elgin to close sidewalk gap. 2) Ped-activated Lead Pedestrian Interval at Golf/IL59 trail Xings. 3) Consult with Elgin on their bike plan implementation W of Berner.
IL 58	IL 59 to Windsong	Streamwood, Hoffman Est	Medium	Sidewalks both sides E of Barrington. Knollwood, hospital Xwalks behind stopline. No Xwalk of Barrington to trail. Trail Xing W-face of Barrington intersection. No bike/ped accommodations W of Barrington - forest preserve.	1) Work with responsible agencies to re-locate sidewalk Xings in front of stoplines. 2) Ped-activated Lead Pedestrian Interval at Golf/IL59 trail Xings.
IL 58	Basswood to I-290	Schaumburg, Rolling Meadows	High	At least one sidewalk west of McConnor (good use of right corner islands at Meacham). Heavier bike use - but no sidewalks or bike accommodation - east of McConnor. Goat paths show demand.	Work with Rolling Meadows to close 1900' sidewalk gap from McConnor to Ring/Busse Forest Preserve entrance (where trail can be used E-bd). If not, then restripe to narrow two inner lanes to 11', outside lane to 14', for a bit of extra on-road space. Extend project limit, if necessary.
IL 58	Cumberland Circle to I-294	Des Plaines	Medium	At least one sidewalk W of College, but south sidewalk Xings need improvement at, east of roundabout. Almost no sidewalk E of College (forest preserve). Major trail Xing W face of River Rd intersection.	1) Add ped-activated Lead Pedestrian Intervals and/or right corner islands to improve trail Xing at River. 2) Work with Des Plaines on "local arterial route" proposed in their bike plan from Rand to I-294.
IL 58	Parkview to IL43	Glenview	None	Sidewalk on at least one side. Harlem popular bike Xing.	
IL 59	IL 132 to Longwood	Lake Villa	Medium	Fair amount of bike use. Mostly 3-4' paved shoulders, sometimes more, sometimes curbed.	Restripe existing lane widths, or add a bit move pavement, for a minimum of 4' paved shoulders wherever not curbed.
IL 59	IL 38 to Batavia	W. Chicago, Warrenville	Medium	Wide paved shoulders Batavia to Wilson (S-bd) and Gary's Mill (N-bd). Light "goat path" from there N to IL38/apartment complex. Recently-installed on-road bike detectors at Mack. Mack, Batavia popular bike Xings.	1) Preserve paved shoulders and Mack detector installations. 2) Better Xwalk, perhaps Lead Ped Interval, at Batavia sidepath Xing. 3) Check with DuPage Forest Preserve to see if this project can help West Branch of the DuPage River Trail project - this may cut need for IL38-Wilson sidewalk or shoulders.
IL 59	McCoy to Will Co line	Aurora, Naperville	Medium	Sidewalk on much of east (Naperville) side, very little on west (Aurora) side.	Work with cities to complete sidewalk (or sidepath) on at least one side.
IL 59	White Eagle to English Rows	Naperville	Low	West sidewalk, most of east, too. Sidewalk Xings at several right-in-right-outs, other minor intersections located poorly (behind where cars stop).	If there's opportunity, improve sidewalk Xing locations.
IL 60	IL 120 to IL 176	Lake County	High	Some bike use with more between Chardon to Fremont Center. 4-8' paved shoulders near some intersections, and Chardon-Fremont Center except 550' N-bd. Fishlake and Fairfield popular bike Xings. IL83-IL176 unknown (construction in imagery).	Pave 4' shoulders 550' N-bd from Fremont Center.
IL 60	IL 176 to 0.1 mi E of CN RR	Mundelein	None	Some bike use. Gilmer (parallel and <2 miles southwest) heavily used. Popular bike Xings at Hawley, Diamond Lake. No accommodations except some 4' shoulder.	
IL 60	Riverwoods to US 41	Lake Forest	High	No bike/ped accommodations despite access to many jobs and no nearby alternatives. Bike use seen on unauthorized RR Xing just north, indicating demand. Riverwoods, IL43 popular bike Xings. Some bike use of Ridge including 175' dangerous jog on IL60.	Work with Lake Forest to construct at least a sidewalk from Riverwoods to IL43, with highest priority Field Ct to either a link to the Melody Farm trail or to IL43. Narrow inside lanes to 11' and widen outside lanes both where sidewalk is not possible and at the railroad underpass pinchpoint.
IL 62	IL 25 to Westlake	Barrington Hills	High 1, medium 2	No accommodations in sparsely-developed area. Popular bike Xings Bateman and Old Sutton. Despite very hazardous conditions, some more bike use 3/4 mile Brinker to Palatine, 1100' Helm to Bateman (high latent demand).	1) Pave at least 4' shoulders Helm to Bateman. 2) Check with Cook Co Forest Preserve on possible plans to connect with Crabtree. If off-road to IL59 and Brinker not likely, at least narrow inside lanes to 11' (possibly medians, too) to widen outside lanes somewhat.

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IL 64	15th to Kautz	St. Charles	High 1,2; medium 3,4	Sidewalks most of segment except 600' gap E of Kirk. South sidewalk both sides of Kirk too far back at driveways. Popular bike Xings at 1st Ave (Fox River Trail), 3rd St, 7th St. Dean popular, parallel alternative on west side.	1) Work with St. Charles to fill south sidewalk gap E of Kirk. 2) If 1st Ave, 3rd St, 7th St signals demand-actuated, ensure on-road bikes can trigger. 2) Bring S sidewalk Xings closer to IL64 by Kirk. 3) Improve Kirk sidepath Xing by adding northwest corner island and expanding/using southwest corner island.
IL 64	IL 59 to Gary	W. Chicago, Carol Stream	None	Wide paved shoulders except right-turn lanes. Great Western Trail parallel option. Popular bike Xings: Prince Crossing, 3 trail tunnels, St. Charles (1000' jog on IL64).	
IL 64	I-294 to IL 43	Melrose Pk, Elmwood Pk	Medium	Combination of sidewalk, frontage road, and parking lots, with several short gaps (many with well-worn goat paths) between 9th and Des Plaines River. More bike use Northwest Ave to Railroad Ave. Popular bike Xings Thatcher, Lathrop.	Work with Melrose Park to close sidewalk gaps, prioritized by goat paths. If Thatcher, Lathrop signals demand-actuated, ensure on-road bikes can trigger.
IL 72	DeKalb Co line to IL 47	Kane County	None	Popular bike Xings Getzelman, Brier Hill.	
IL 72	E of Elmhurst Rd to Lee	Des Plaines	High 1; medium 2	Discontinuous sidewalk both sides, well-worn goat paths. Appreciable bike use despite poor conditions, with no good nearby E-W options. Mobile home park poor access.	Work with Des Plaines 1) to close sidewalk gaps on at least one side, prioritized by goat paths; 2) to possibly implement their proposed "local arterial route" W of Mt. Prospect.
IL 72	Mannheim to Des Plaines River Rd	Rosemont	None	Continuous sidewalks. Lots of commercial Xings, most far back and not well-marked. Some bike use.	
IL 83	N of Bretons to N of Peterson	Lake County	Medium	Occasional sidewalk (or sidepath) and/or paved shoulder, but mostly none. Some bike use, a bit more N of Monaville; several moderate ADT crossroads have more.	1) Adding paved shoulders and/or sidewalks would help, esp. in developed areas. 2) Ensure on-road cyclists can trigger demand-actuated stoplights at Hook, W-bd Engle, Lake and Center. 3) Bring Shorewood sidepath closer at NE corner, add/use corner island at NW corner. 4) Washington sidepath should be closer, with corner islands if possible.
IL 83	N of Peterson to IL 60	Mundelein	Medium	Relatively low bike use, no bike/ped accommodation incl. south end where more developed. Peterson popular Xing (sidepath) but recent project put it too far back.	1) Work with Mundelein to add at least sidewalk S from Fieldcrest and as development occurs. 2) Bring Peterson SP Xing closer to intersection, using corner islands.
IL 102	Ryan to Kankakee County line	Wilmington	Medium	Kankakee River Trail parallel for SE half. Wauponsee Glacial Trail overpass in Ritchie. Low bike use with a bit more Rivals to Wilmington.	Paving 400' of shoulder between Rivals and Hintze would improve Wauponsee Trail access from Wilmington, using otherwise low-ADT roads.
IL 120	Charles to Lake County line	McHenry, Lakemoor	Medium	Except for isolated sidewalk sections, no bike/ped access on busy road lacking alternatives to get to developed sections. Some/low bike use, but some goat paths.	Work with McHenry and Lakemoor to add sidewalks in commercial areas. 600' between East Blvd and sidewalk along Lily Lake is a key gap to fill, as are places where commercial parking lots not available.
IL 120	McHenry Co line to E of IL 60	Lakemoor, Volo	None	Less developed. Some bike use but less E of Gilmer. Only b/p access sidewalk or sidepath at a few new parcels, but poor intersection connections.	As developed, work with cities to add off-road accommodations, making sure intersections can be crossed.
IL 129	S of Coal City Rd to Grundy Co line	Braidwood	None	Low ADT, low bike use.	
IL 131	N of IL 120 to EJ&E RR	North Chicago	Medium	Some bike use south, increasing further north. Some isolated sidewalks; goat paths not seen. Green Belt St/forest preserve unprotected Xing.	Work with North Chicago to complete sidewalk on at least one side through the commercial area.
IL 132	US 45 to W of I-94	Gurnee	Medium	Low bike use (Dada, Stearns School heavier). Almond (esp.), Hunt Club popular bike Xings. Paved shoulders W of Hunt Club except by several intersections. At least one sidewalk E of Rollins; some good corner island use but otherwise too far back with poor Xing designs.	1) Ensure on-road cyclists can trigger demand-actuated stoplights at Almond/Hutchins. 2) Improve sidewalk Xings at intersections in which too far back. 3) When intersections rebuilt, maintain shoulders whenever possible.

Road	Endpoints	Location	Priority	Conditions now	Suggestions
IL 137	Russell to Joe Favero	Lake County	High 1,2; medium 3	Bike use is relatively heavy (per Strava), comparable to nearby McClory Path. Sidewalk on many sections, but no sidewalks and some well-worn goat paths on others.	1) Wherever possible (esp. S part), widen outside lanes (14' desirable) and narrow inside lanes. 2) Work with towns to add sidewalk where needed most (goat paths). 3) Ensure on-road cyclists can trigger demand-actuated stoplights at more popular bike Xings (9th, Shiloh, W-bd Wadsworth).
IL 137	S of Genesee to W of US 41	Waukegan, N. Chicago	High 1, low 2	S to MLK: heavy bike use; 4 lanes, 14400 ADT N, 8100 S; 2 lanes w/parking, 15th-Broadway; at least one sidewalk. Bikes take Sheridan (not 137) S of MLK. On Buckley, narrow carriage path, some sidewalk along parts; some bikes.	1) S to MLK seems a good candidate for road diet w/ bike lanes. 2) Consider resurfacing Buckley's off-road accommodation.
IL 137	Frontenac to IL 137			part of previous project?	
IL 171	Belle Plaine to I-90	Chicago	None	High ADT, low bike use, sidewalks on at least one side. Not in Chicago bike plan.	
IL 171	107th to Poston	Willow Springs	High 1; medium 2	Parallel I&M Canal Trail heavily used. Some bike use NE from 104th, more from Wolf/95th (to Glenwood) - despite poor rumble strip design in 3-4' paved shoulders from 104th to nearly Willow Springs Rd. One sidepath and then sidewalk NE of there. W-S Rd very popular bike Xing.	1) If rumble strips are necessary, re-do them with longitudinal breaks AND at least 3' of clear zone to the right of the rumbles. Depending on paved shoulder width, this may require using fogline "rumble stripes", in parts. 2) Work with Willow Springs to add a small sidewalk link to the Glenwood/IL171 intersection.
IL 171	SW of Boula to I-355	Lockport	Low	Wide, paved shoulders. Relatively low bike use.	Maintain paved shoulders.
IL 173	Alden to Lake County line	McHenry County	Medium 1	Some bike use, 3-4' paved shoulders Hebron-Richmond despite (unpaved) trail N of 173. Shoulders a bit narrower (3'?) E of Richmond, ADT a bit higher. More bike use at 173 "jogs": Solon-Lakeview, Greenwood-Lange. Popular bike Xings: Prairie Tr., Keystone, Richardson, Johnson, Wilmot.	Maintain paved shoulders, without rumble strips (unless a minimum of 3' of clear zone to the right of the rumbles). 1) Slightly expand paved shoulder width to 4' at Solon-Lakeview, Greenwood-Lange jogs.
IL 173	E of Dalgaard to Orchard	Antioch	Medium	Wide paved shoulders. Significant bike use.	Maintain paved shoulders. If rumble strips added, use bike-friendly design with longitudinal gaps, 8" width, 4" off fogline to maximize clear zone (since debris collects more in outside part of paved shoulders).
IL 173	Pederson to Hunt Club	Lake County	Low	Some bike use, 3-4' paved shoulders.	Maintain paved shoulders, without rumble strips (unless a minimum of 3' of clear zone to the right of the rumbles).
IL 173	Hunt Club to IL131	Wadsworth	Medium 2; low 1, 3	Some bike use, mostly 3-4' paved shoulders except due to some intersections' turn lanes. Almost all Xings popular w/ bikes, esp. Des Plaines River Trail (E of US41), Hunt Club, Kilbourne, Mill Creek. DesPlaines River trail 48' across 2 lanes at transition to 4 lanes.	1) Maintain paved shoulders, without rumble strips (unless a minimum of 3' of clear zone to the right of the rumbles). 2) Re-stripe and add raised median island at DesPlaines River Trail Xing. 3) Ensure on-road cyclists can trigger demand-actuated stoplights at Hunt Club, Kilbourne.
IL 173	IL131 to IL137	Zion	Medium	Poor bike/ped access W of Lewis to commercial areas, sidestreet options and sidewalk segments E of Lewis. McClory path bridge.	Work with Zion to add sidewalks (at least) to Walmart from Lewis or 19th. Improve sidepath Xing at Galilee to use SE corner island, then fill 225' sidewalk gap from there to NW.
IL 176	US 14 to IL 31	Crystal Lake	High 1; medium 2,3	Sidewalk gaps at most undeveloped and many developed parcels in town, no other accommodations. Sidewalks often too far back (poor Xing design). Low bike use. Main bike Xings: Oak, Prairie Trail (Glen/Lorraine jog).	1) Add automatic-sensing RRFs at Prairie Trail Xing. 2) Add SE and NE corner islands to improve Walkup's sidepath Xing. 3) Work with Crystal Lake to fill higher priority sidewalk gaps.
IL 176	E of Hilltop to IL 60/83	Mundelein	Low	E-end unknown due to construction in latest satellite imagery. W-end 3-4' paved shoulders. Some bike use.	Maintain paved shoulders, without rumble strips (unless a minimum of 3' of clear zone to the right of the rumbles).
Addison	Il 171 to Forest Preserve	Chicago	None	Low bike use. Sidewalks both sides. Enough room for bike lanes? Not in Chicago bike plan.	

Road	Endpoints	Location	Priority	Conditions now	Suggestions
Addison	Clark to Lake Shore Drive	Chicago	None	Appreciable bike use. Not in Chicago bike plan.	
Algonquin	IL83 to Wolf and I-294 to Oakton	Des Plaines	Low	Some bike use, more Stark to Wolf. At least one sidewalk IL83 to Wolf.	Work with Des Plaines on their bike plan recommendations, including "local arterial route" Mt. Prospect-Wolf and 294-Oakton and ensuring on-road cyclists on designated crossing routes can trigger demand-actuated stoplights.
Ashland	N of 118th to S of 123rd	Chicago	None	N of 120th, 1-way N. Some bike use S of 119th. Road diet with bike lanes seems feasible. Not in Chicago bike plan.	
Ave L	95th to 100th	Chicago	Low	Bike lanes now. Crosstown bike route in Chicago bike plan.	Maintain bike lanes. Consider whether restriping can add buffers to bike lanes.
Avondale	Ogallah to Bryn Mawr	Chicago	Medium	Appreciable bike use, although less than parallel Northwest Hwy (more traffic, has bike lanes). Neighborhood bike route SE to Nina, in Chicago bike plan.	Work with Chicago DOT on implementation of planned bikeway.
Ballard	Rand to Greenwood	Des Plaines and Niles	High	Des Plaines River Trail sidepath Rand-River heavy use. Ballard appreciable use to Bellaire, less E of there. (Church Rd heavier use.) Paved shoulders under I-294, gravel E. Bender-Bellaire regional route in Des Plaines bike plan.	1) Lead Pedestrian Interval at Rand Xing(?). 2) Pave 4' shoulders I-294 to Bellaire.
Barrington	IL 59 to IL 62	Barrington	High	Low bike use except heavy from Dundee to Braymore.	Restripe and/or add pavement for paved 4' shoulders Dundee-Braymore.
Belmont	25th to Des Plaines River	Franklin Park	None	Some bike use. Sidewalk on at least one side, often far back from road.	
Belvidere	IL 131 to Market/Pershing	Waukegan	High	Mostly low bike use, except heavy use on 350' jog from Genesee to Sheridan. Some use between McAlister and County, too. McClory Path Xing further W.	1) With 7950 ADT, Genesee (or even McAlister) to Market seems an excellent candidate for a road diet with bike lanes. 2) Explore McClory Path Xing improvement, whether automatic-sensing RRFBs and/or moving 60' E and adding raised median island.
Brainard	W of Burnham to IN state line	Burnham	None	Some bike use, no bike/ped accommodations.	
Burnham	Brainard to River Oaks	Burnham, Calumet City	High	Significant bike use Brainard to Sibley - still a (dangerous) part of Grand Illinois Trail until stalled (but funded) Burnham Greenway gap completed. ADA issues on bridge, near curb cuts.	1) Add sidewalk curb cuts on bridge. 2) If Burnham Greenway gap is not closed by or soon after the project, reallocate lane widths for narrower inner lanes and wider outer lanes. This would be a slight improvement, in lieu of other options.
Busse	US 14 to Touhy	Des Plaines, Park Ridge	High 1,2; medium 3	Heavier bike use. Indirect access to Des Plaines River Trail via sidewalk and Campground Rd on NW-end. Most or all of segment is significantly overbuilt for traffic levels. Greenwood somewhat popular bike Xing. From Busse's SE-end, cyclists jog on Touhy to other roads 1 blk E. Proposed regional route in Des Plaines bike plan.	1) Road diet with traditional and/or buffered bike lanes over entire width. Park Ridge bike plan update in summer 2017; work with Park Ridge and Des Plaines on specifics of road diet. 2) Consult with plan on handling the Busse/Touhy intersection. 3) Ensure on-road cyclists can trigger demand-actuated stoplights at Greenwood.
Busse	IL 58 to IL 72/83	Mt. Prospect	Medium 1; low 2	Sidewalk on at least one (W) side, often too far back. Higgins intersection has corner islands, but lacks curb cuts, N-S crosswalks. Some bike use seen, no good N-S options.	1) Higgins intersection N-S curb cuts and crosswalks. 2) If possible, bring sidewalk Xings of various entrances closer to road, or at least mark crosswalks better.
Carpenter	Touhy to Skokie S city limit	Skokie	Medium	Despite ADT, significant bike use, probably in part due to access to N. Branch Trail to south. Sidewalks both sides. "Active bike route" in Skokie's bike plan.	Reallocate lane widths for narrower inner (and turn) lanes and wider outer lanes. This would be a slight improvement, if there are no other options.
Center	S of Wortman to Pleasant	Joliet	None	Relatively low bike use, expressway ramps and merges, paved shoulder on most, low ADT.	

Road	Endpoints	Location	Priority	Conditions now	Suggestions
Central	47th to 53rd	Chicago	None	Some bike use, particularly north. Sidewalks both sides. Not in Chicago bike plan.	
Central	Devon to Elston	Chicago	Low (and too late?)	Strava shows significant bike use. The N. Branch Trail's new south extension stage 1 should change bike traffic patterns, however, the N and S ends of this segment likely will still see appreciable bike use. Not in Chicago bike plan.	Study whether a road diet or other space (such as wide outside lanes) might be possible, especially on the ends.
Cermak	Kedzie to Damen, Blue Island to Halsted	Chicago	High	W of Loomis in Chicago bike plan. Estimated 54', two lanes w/ parking Kedzie-Damen; four lanes and no parking on east segment. Heavier bike use Western-Loomis.	Consult with the City. Seems like plenty of width for traditional or buffered bike lanes on west part. Possible road diet potential on east part, at least to Loomis.
Chicago	Holbrook to Joe Orr	Chicago Heights	Low	Low bike use seen on Strava, more seen on Dixie Hwy. No accommodations except sidewalk bits.	Work with Chicago Heights to add higher priority sidewalk locations.
Congress	Loomis to Racine	Chicago	None	1-way east with I-290 merge. Not in bike plan, almost no use seen in Strava.	
Devon	Springfield to McCormick	Chicago, Lincolnwood	None	Some bike use, N-S trails near both ends. W of Lincoln, separated 4 lane boulevard, already with 12' outside and 10' inside lanes (estimated). E of Lincoln, four 11' lanes with striped, occupied parking.	
Diversey	Pulaski to California	Chicago	High	Heavy bike use throughout, especially W of Milwaukee. Bike lanes Pulaski to Central Park. In Chicago's bike plan.	Add bike lanes throughout. Use shared lane markings where left turn lanes cause the bike lanes to temporarily drop.
Dundee	Page to Slade	Elgin	None	Minimal bike use in Strava. Sidewalks both sides.	
Elk	Lee/Mannheim to Rand	Des Plaines	Medium 1; low 2	Sidewalk on at least one side. SE corner island at River Rd lacking curb cut, crosswalk. No ped Xing at Lee. Low bike use in Strava, but seen in Streetview.	1) Complete south sidewalk Xing at River. 2) Add sidewalk Xing at Lee.
Elston	Milwaukee to Bryn Mawr	Chicago	High	Heavy bike use. Bike lanes. In Chicago's bike plan.	Maintain bike lanes. Add shared lane markings where turn lanes force bike lane gaps at intersections.
Elston	I-94 to Central Park	Chicago	High	Heavy bike use. Buffered bike lanes, except shared lane markings in 4-lane segment I-94 to Kimberly, and where turns lanes force gap in bike lanes. In Chicago's bike plan.	1) Maintain bike lanes (and shared lane markings where turn lanes force a gap). 2) Road diet with bike lanes seems feasible Cicero/I-94 to Kimberly.
Forest Way	IL 68 to Willow	Glencoe, Winnetka	Medium	Despite very heavy bike use of parallel (and adjacent, from Tower 1+ mile north) N. Branch Trail, somewhat heavy use of Forest Way, too. Gravel shoulders of varying width, and occasionally paved shoulder - especially by parking.	Pave 4' shoulders. Prioritize from S of Elder to Dundee (for better Glencoe access) and S of Tower, especially 700' N from Willow.
Franklin	Cermak to I-90			where exactly??	
Galena	IL 47 to W of Canterbury	Sugar Grove, Aurora	Medium 1; low 2,3	Light bike use, except some on 1200' Gordon-Densmore jog. Gilman Trail bridge. Paved shoulders near IL 56. No sidewalks except by IL47. Waterpark off of Barnes.	1) Work with Aurora to extend sidewalk 3500' from Canterbury to Barnes. 2) Work with Sugar Grove to extend sidewalk 640' to St. James. 3) 1) Pave 4' shoulders Gordon-Densmore.
Gary's Mill	IL 59 to IL 38	West Chicago	High 1; medium 2; low 3	Heavy bike use Purnell to IL38, medium W. Branch Trail to Purnell. IL59, IL38 intersection projects being planned. DuPage Forest Preserve extending W. Branch Trail north. Some sidewalk.	1) Coordinate with forest preserve's plans. 2) IL 38 intersection project should include on-bike demand actuation, if stoplight added. 3) Add 4' if possible, although grading difficult.

Road	Endpoints	Location	Priority	Conditions now	Suggestions
Golf	IL 43 to McCormick	Skokie, Evanston	Medium	No accommodations, very poor conditions W of I-94. Sidewalk at least one side E of I-94, except 2000' Crawford to Lawndale. Beckwith/Church heavily used parallel route to the south. Very heavy bike Xing at N. Branch Trail/Harms, other main Xings Crawford and Gross Point.	1) Enlarge and use NW and SW right corner islands at Harms/N. Branch Trail, for better stopline/crosswalk locations. 2) Work with Evanston to fill 2000' sidewalk gap E of Crawford.
Governors	Governors to 212th Place	Matteson	Low	Minimal bike use in Strava. Sidewalk on at least one side, but crosswalk and ramp issues at Lincoln Hwy.	Improve sidewalk crossings at Lincoln Hwy.
Grand	IL 131 to IL 137	Waukegan	High	Relatively low bike use. Popular bike Xings Sheridan and McClory Path. Sidewalks both sides except short gaps (and well-worn goat paths) without sidewalks or parking lots, in W part. IL 131 lacking crosswalks.	1) Improve McClory Path mid-block crossing: narrow lanes and add raised median, with RRFB's. 2) Fill sidewalk gaps, prioritized by goat paths. 3) Add sidewalk crossings at IL 131.
Green Bay	S of Scott to Kenilworth	Winnetka, Kenilworth	High	Very heavy bike use, even with parallel Green Bay Trail nearby. Mostly 4-lane, 40' (estimated) pavement; wider for parking sometimes. Traffic lower N of Winnetka Rd.	1) As has been done further N, study whether a road diet (14-12-14 or 14.5-11-14.5) might be possible, with painted median where there is not a left-turn lane. 2) Add shared lane markings centered at least 11' from curb where there is parking; center or left of travel lane where parking is diagonal.
Gregory	127th to Western	Blue Island	Medium	Some bike use; two recent crashes. 1-way N-bd, 3+ lanes sometimes with parking. Cal-Sag Trail development near S end likely to increase bike use. Both sidewalks except gap on one side. Paved shoulders on bridge.	Blue Island's bike plans calls for a 3-to-2 road diet with a bike lane; buffered bike lane is feasible. The plan has only bike lanes (no road diet) S of New - simply designate the existing shoulder - and shared lane markings near the 127th intersection.
Harlem	Dempster to Oakton	Niles	Low	Appreciable bike traffic N of Main, low S of Main. Sidewalk both sides.	Ensure on-road cyclists can trigger demand-actuated stoplights at lower-ADT crossroads in Niles' bike plan: Main, Monroe.
Hibbard	Hill/Winnetka to US 41	Northfield, Wilmette	High 1; low 2	Bike use medium S of Illinois, high N of it. N of Illinois, S-bd curbed, N-bd has (est.) 3' paved shoulder plus some gravel.	1) N of Illinois, widen paved N-bd shoulder and reconfigure road striping for bike lanes: N-bd 11' travel lane + 4' (uncurbed); S-bd 11' + 5' (curbed). If can't be widened, 14' S-bd lane and 11' N-bd with 4' shoulder. 2) Add paved shoulder (4' desired, 3' minimum) S of Illinois St, if possible.
Hicks	S of US 14 to Kirchoff	Palatine, Rolling Meadows	Medium	Some bike use south, more from Helen to US14. Popular bike Xings Illinois and Kirchoff. Sidewalk S of Illinois to Kirchoff, although no curb cut/crosswalk at Euclid.	1) Per their bike plan high priority, work with Palatine to add sidepath (or at least sidewalk) US 14 to sidewalk S of Illinois. 2) Add sidewalk curb cut/crosswalk at Euclid.
Hyde Park	Woodlawn to Lake Park	Chicago	Low	Some bike use, per Strava. Lakefront Trail access to east. In Chicago bike plan Dorchester-Lake Park, signed bike route. Too narrow for bike lanes.	Consider the addition of shared lane markings.
I-55 E Frontage	Coal City to Stripmine	Wilmington	Low	Low bike use. Part of IDNR's Route 66 Trail route.	Add Route 66 Trail signs (from IDNR).
I-55 E Frontage	Taylor to Lockport	Romeoville	Medium	Appreciable bike use. Fenced off I-55 underpass near mid-way point - possibly in Will County's bike plan.	Consider expanding the project scope, or collaborating with a local agency to provide a 200' trail/bicycle access between east, west frontage roads.
I-55 N Frontage	Elm to IL 83	Burr Ridge	High 1,2; medium 3	Very heavy bike use. 12' (est.) lanes with some shoulders gravel, bits paved - incl. wider paved W of Madison.	1) Pave 4' shoulders E of Madison where possible, reducing lane width to 11' to make that more feasible. 2) Maintain paved shoulders W of Madison. 3) To reduce southwest-bound cyclists turning left at Midway, sign N-bd Quincy and E-bd Midway as Bike Routes.
Joliet	I-55 to Sherman	Bolingbrook	High	Heavy bike traffic Bluff-Davey (loop), some to Internationale, then minimal. 3' paved + 5' gravel shoulders (est.) Sherman-Internationale, nothing further N.	Either widen shoulder pavement somewhat, or restripe (11' inner lanes), so that bicyclists have 4-5' of paved shoulder.

Road	Endpoints	Location	Priority	Conditions now	Suggestions
Kean	S of 95th to 111th	Palos Hills	None	Some bike use S of 107th, increasingly heavier going N. Mountain bike trail parallel from S of Winsdor to 95th, with two crossings. 2400 ADT, shoulders seem less feasible.	
Kean	IL 83 to 119th	Palos Park	Medium	Low traffic, significant bike use. 2 mountain bike trail Xings.	If not added recently, add crosswalks and advance warning signage for mountain bike trail Xings.
Kensington	Forrest to Regency	Arlington Heights	Low	Some bike use. Sidewalks often too far back, incl. sidepath by high school. Popular bike Xing at Rammer.	If feasible, work with City to bring sidewalk crossings closer to road.
Lake	W of Mannheim to IL 171	Melrose Pk, Maywood	High 1; medium 2	Medium bike use, heavier E of 19th, even more E of 5th. E of 19th, 10900 ADT and est. 48' width with two lanes, on-road parking with varying occupancy - often low demand or enough off-road parking. 4 lanes W-end. Both sidewalks.	1) E of 5th, seemingly enough width for 11' travel lanes, 5' bike lanes, 8' parking lanes. Better yet, remove parking one-side for enough room for buffered bike lanes. 2) Continue the 1st-5th suggestion W to 19th, although 1-side parking removal not likely on some sections.
Lehigh	Oakton to Touhy	Morton Grove, Niles	Medium	Some bike use, more N of Gross Point. Gross Point jog at Howard popular but difficult, especially NE-bound.	Explore safety improvements for Gross Point jog at Howard. No obvious solutions are apparent.
Lincoln	Lotus to Niles Center	Skokie	High	Medium bike use, higher W of Main (signed Bike Route). Gross Point major bike Xing. Sidewalks both sides. 2 lanes w/parking S, 3L center, 4L with some resid. parking NW.	At 6300-7750 ADT and higher bike use W of Main, 4-to-3 road diet with bike lanes seems very feasible. If needed to temporarily drop bike lanes by the residential parking, shared lane markings could bridge the gap.
Lincoln	138th to IL83	Dolton	None	Relatively low bike use, 138th to 142nd. Sidewalks both sides. Wide lanes with low parking occupancy.	
Lincoln	IL 83 to 154th	Dolton, Calumet City	Medium	Two corner islands at IL83 need curb cuts and crosswalks. Large gaps in having sidewalk on at least one side; some goat path seen.	1) Add sidewalk crossings at IL83. 2) Work with towns to add sidewalks (or sidepaths or paved shoulders) to fill the gaps in accommodation - with prominence of goat path helping to set priorities.
Main	Illinois to IL83/171	Lemont	Medium	Some bike use. Heavy bike use on parallel Centennial Trail and nearby Cal-Sag Trail, but Lemont access not good. Some talk of Lemont seeking a sidepath added to project scope.	Work with Lemont on possible sidepath to improve access to nearby trails.
Maple	23rd to 31st	Brookfield	High	Some bike use. Salt Creek Trail very popular bike Xing, with signage and warning signage.	Improve Salt Creek Trail crossing. Minimally, add automatic-sensing RRFBs. Further improvement would be eliminating the N-bd right-turn lane and re-striping to add a raised center median Xing.
Marquette	W of Central Park to California	Chicago	None	Bike lanes installed already.	
McCormick	Dempster to Pratt	Skokie, Lincolnwood	Highest 1,2; Low 3	Heavy bike use on adjacent North Shore Channel Trail, moderate use of McCormick. Recent crashes (including one fatal and two other serious) with at least one for each signalized intersection on this segment.	Improve trail crossings at the right faces of each signalized intersection. 1) Add demand-actuated Lead Pedestrian Intervals. 2) Consider automatic-detection RRFBs. 3) For cyclists on McCormick, narrow center and inner lanes to allow wide outside curb lanes (14', ideally).
McLean	Spring to S. Lancaster	South Elgin	Medium	Sidepath and sidewalk S to Sudbury, gravel shoulders only S of that. South of Lancaster, sidepath towards river and other trail. Some bike use on McLean.	Work with South Elgin on possible sidepath - or other recommendation from their bicycle plan.
Meacham	Emerson to IL62	Rolling Meadows	None	Low bike use except N from Old Plum Grove Rd. No accommodations except sidewalk N of there, and near IL62.	
Michigan	Roosevelt to Garfield	Chicago	High	Moderate bike use, several recent crashes N of 31st. 21st to 31st in Chicago's bike plan, although Wabash-18th-State is a major route in the plan.	Follow Chicago bike plan recommendations. Road diet with bike lanes looks very feasible.
Milwaukee	IL43 to Touhy	Niles	None	Some bike use. N. Branch Des Plaines River Trail nearby. At least one sidewalk.	

<u>Road</u>	<u>Endpoints</u>	<u>Location</u>	<u>Priority</u>	<u>Conditions now</u>	<u>Suggestions</u>
Morgan	79th to 87th	Chicago	None	Low ADT, low bike use. Nearby Halstead in bike plan.	
New	135th to IL171	Lockport	None	Low bike use. High use on parallel I&M Trail and High Rd.	
Niles Center	Dempster to Touhy	Skokie	Medium 1; low 2	Medium bike use. 4 lanes S of Brummel. N of Brummel (signed Bike Route) 2 lanes + turn lane, or 2 wide lanes with low parking. 250' jog of Skokie Valley Trail N of Main, also skew RR Xing. Sidewalks both sides.	1) At RR Xing, add some pavement to sidewalk buffer after 2nd track (each direction) to allow bikes to cross tracks closer to perpendicularly. 2) For the 250' Skokie Valley Trail jog on Niles Center, either widen sidewalk or add on-road shared lane markings.
Oakton	IL83 to US12/45	Des Plaines	Low	Some bike use, a few recent crashes. Sidewalk on at least one side except one gap (parking lot) W of Mt. Prospect.	Work with Des Plaines to close sidewalk gaps on at least one side; and on their bike plan recommendations, including "local arterial route" Mt. Prospect-Webster.
Oakton	Busse to IL43	Park Ridge, Niles	Low	Some bike use. Sidewalk both sides, often too far back at intersections. Busse popular Xing, also Prospect, Milwaukee.	Ensure on-road cyclists can trigger demand-actuated stoplights at Prospect.
Oakwood	MLK to Cottage Grove	Chicago	Medium	Existing bike lanes.	Maintain bike lanes.
Old Arlington Heights	IL68 to Arlington Heights	Buffalo Grove	Low	Medium bike use, especially IL68-Thornton. Sidewalk on at least one side.	Widening the east sidewalk to sidepath width, from IL68 to Miller, is a low priority in Buffalo Grove's bike plan.
Old Chicago	Wesley Township line to IL102	Will County	None	Low bike use. Waupensee Glacial Trail nearby.	
Old Skokie	Russell to US41	Lake County	None	Low bike use.	
Palatine Rd N Frontage	Williams to Alison	Palatine	None	Low bike use.	
Palatine Rd N Frontage	Windsor to CN RR	Prospect Heights	None	One-way W-bd. Low bike use.	
Palatine Rd S Frontage	E of US12 to CN RR	Prospect Heights	None	One-way E-bd. Low bike use. Windsor popular bike Xing.	
Pfingsten	Lake Cook to E Lake	Northbrook, Glenview	High 1,2,5; medium 3,4,6	Fairly heavy bike use. 4-5' unmarked paved shoulders in 3 lane sections; 4L south and by major intersections. Further N, narrow paved shoulders w/ extra gravel width. Popular bike Xings: Cherry, W. Lake; also Walters, Techny. Sidewalk at least one side; usually too far back at intersections. Bad Marla stopline location.	1) Widen pavement in N part's shoulders to 4'. 2) Maintain existing paved shoulder sections further S. 3) Narrow center lane to widen (2) to 5'. 4) If (1) and (3) done, then add bike lane markings. 5) Accommodate bikes through 4 lane sections, perhaps by narrowing other lanes for paved shoulders or bike lanes, or minimally by providing 14' outside curb lanes. 6) Ensure on-road cyclists can trigger demand-actuated stoplights at Cherry and Walters.
Pulaski	111th to 127th	Alsip	High	Some bike use seen in Strava. Well-worn goat paths at sidewalk gaps N of 115th, S of 123rd (incl. bridge approaches).	Work with Alsip to close sidewalk gaps, prioritized by goat paths. If necessary and helpful, reduce RR bridge/approaches' raised center median width to provide a bit more space for sidewalks or even narrow shoulders.
Pulaski	I-80 to Governors Hwy	Country Club Hills, Matteson	Medium	Minimal bike use seen in Strava. Some sidewalk, although usually too far back. Some sections with shoulders, mostly gravel, some paved. Other sections have no accommodations. Only circuitous alternative routes. Flossmoor a popular bike Xing.	Work with towns to add sidewalks (or sidepaths or paved shoulders) in prioritized locations.
Pulaski	Devon to Barry, Diversey to IL64	Chicago	None	Some bike use. Not in Chicago's bike plan.	
Rand	Des Plaines River to US14	Des Plaines	Medium	Some bike use. Popular bike Xing for DesPlaines River Trail at Ballard. Sidewalk on at least one side. Poor sidewalk crossing at DesPlaines River Rd.	1) Lead Pedestrian Interval at Des Plaines River Trail/Ballard Xing(?). 2) Improve sidewalk Xing at DesPlaines River. 3) Work with Des Plaines on possible sidepath trail, recommended in their bike plan.

Road	Endpoints	Location	Priority	Conditions now	Suggestions
Ridge	Winnetka to Brichwood	Kenilworth	None	Heavy bike use. 3 lanes Elmwood-Forest, 2 lanes with parking S of Lake.	
Riegel	S of Linden to Holbrook	Homewood	Medium	Some bike use, esp. 200' from Ashland to Ridge. Some sidewalks. Popular bike Xings at 187th and Ridge.	1) Per Homewood's bike plan, add bike lanes. Various segments would require paving gravel shoulders, road diet (very feasible at the low ADT), or other. 2) Also per bike plan, ensure on-road cyclists can trigger demand-actuated stoplights, esp. 187th.
Sacramento	N of Carroll to Roosevelt	Chicago	None	Some bike use. Not in Chicago's bike plan.	
Sheridan	S of MLK to Sheridan	N. Chicago, Lake Bluff	None	Heavy bike use both on Sheridan and on the adjacent Robert McClory Path.	
Shermer	Willow to W Lake	Northbrook, Glenview	Medium	Moderately high bike use. At least one sidewalk. Turn lanes on N, S ends. Wide lanes S of Old Willow; gravel shoulders N of that.	1) Ensure Shermer's on-road cyclists can trigger demand-actuated stoplights at Willow. 2) Pave 3-4' gravel shoulders N of Old Willow.
State	S. Chicago Hts. NCL to Steger	S. Chicago Heights	None	Some bike use. Gravel shoulders, most of segment. Low ADT.	
Torrence	Grand Calumet River to Harding	Burnham, Calumet City	None	Some bike use. Sidewalk at least one side.	
Touhy	IL72 to US14	Des Plaines, Park Ridge, Niles	High 1,2,4; medium 3	Some bike use, more W of Maple, Mannheim; high 900' Busse-Northwest Hwy, medium 550' Cumberland-Main. Sidewalk at least one side except River Rd-W of Dee; W part of gap has some shoulders, goat paths. Mannheim has no S Xing, sidewalk gap N side. Popular DesPlaines River Trail (tunnel) and N. Branch Trail (stoplight) Xings. Proposed "local arterial route" in Des Plaines bike plan.	1) Work with towns to add sidewalk or sidepath to fill gap between River St. and W of Dee, for bike/ped transportation and Des Plaines River Trail access. Pave or add shoulders in unincorporated part. 2) Improve Busse-Northwest Hwy jog - Park Ridge bike plan update going on now. 3) Ensure on-road cyclists can trigger demand-actuated stoplights at Maple, Western, Cumberland, Prospect, Washington. 4) Work with Niles to fill N sidewalk gap, add Xings at Mannheim.
Van Buren	Western to Sacramento	Chicago	None	Low bike use. Not in Chicago's bike plan.	
Van Buren	Loomis to Ashland	Chicago	None	Some bike use. Not in Chicago's bike plan.	
Vincennes	119th to 127th	Blue Island	Medium	Low-medium bike use. Sidewalk at least one side. 5100 ADT, recommended for road diet in Blue Island bike plan.	Blue Island's bike plan calls for a road diet to reduce 4 lanes to 2, adding a center turn lane and bike lanes.
Waukegan	IL43 to IL21	Niles	Low-medium	Low bike use. Sidewalks both sides. Niles bike plan calls for bike lanes Shermer-Howard. Popular N. Branch Trail parallel and 1/2 mile E.	If bike lanes are feasible through a road diet (11500 ADT) or narrowing lanes and painted medians, add these. If not feasible, narrow inner and turn lanes to widen outside curb lanes to 14'.
Western	127th to 135th	Blue Island	High 1; medium 2	One-way S, w/ on-road parking both sides, 127th-Grove. 4 lanes w/ narrow raised median and 2' shoulders on bridge, approaches. Medium bike use. Sidewalk both sides. Blue Island bike plan calls for bike lane(s).	1) One-way section has enough width to restripe for a bike lane. 2) On bridge and approaches, 2' shoulders could be widened a bit if outside lane narrowed to 11', but not enough room for bike lanes unless raised median removed.
Western	Hutchison to Steger	Flossmoor, Olympia Fields, Park Forest	High 1, 2, 4, 7; medium 3, 6; low 5	High bike use S to Flossmoor, medium to Lincoln Hwy, lower S except high Monee-Steger and medium Old Plank Rd Trail-Beacon. Wrong-way S-bd use between North-26th. Park Forest 13' outer lanes, 11' inner lanes, most sidewalks (although W-side too far back esp. Indianwood). Olympia Fields no sidewalks. Paved shoulders except 4L sections. At least sidewalk in Flossmoor except N part; gravel shoulders. Old Plank Road Trail Xing, extension E from Western.	1) Pave gravel shoulders and narrow travel lanes to 11' Hutchison-Flossmoor, with a goal of 4' paved shoulders width. 2) Pave 4' shoulders between Brookwood-Vollmer. 3) Work with towns to add sidewalks where missing, prioritized by goat paths. 4) Work with Park Forest to add sidepath Monee-Steger (Park Forest plan). 5) Work with Park Forest to widen a sidewalk through town, per their plan. 6) Improve Park Forest sidewalk Xing location, esp. at Indianwood. 7) As part of Old Plank Road Trail extension east, create good Xing with raised median island, 3 automatic-sensing RRFB's and prominent signage.

Road	Endpoints	Location	Priority	Conditions now	Suggestions
Willow Springs	55th to 79th	Countryside, La Grange Highlands	High	Fairly high bike use, somewhat more on south. S of Joliet Rd, 3.5' paved shoulders except 3 lane parts (incl. 75th-79th) and wider shoulders by interstates. N of Joliet, gravel shoulders except by main intersections.	1) S of Joliet Rd, slightly narrow travel lanes to widen paved shoulders to 4'. 2) N of Joliet Rd, pave gravel shoulders and narrow travel lanes to 11', for 4' paved shoulders.
Willow Springs	79th to IL171	Willow Springs	High	High bike use. S of German Church: 4 lanes, 5' concrete shoulders narrow to 3-4' paved on bridge, sidewalk at least one side. N of German Church: 2 lanes, no shoulders, mostly unused painted median (except turn lane twice).	1) Narrow inner lanes to 11' on bridge to expand paved shoulders (or bike lanes) to 4-5'. 2) Maintain and repave shoulders bridge to German Church. 3) N of German Church, minimize use of painted medians, and shorten turn lanes if possible, and restripe for 4-5' paved shoulders (or bike lanes).
Wolf	IL58 to Touhy	Des Plaines	Medium 1; low 2	Fairly low bike use now. Proposed "local arterial route" from IL58 to Howard, in Des Plaines bike plan. Sidewalk on at least one side, except 650' of gaps Birchwood-Jarvis. Thacker popular bike Xing.	1) Work with Des Plaines to close final sidewalk gap. 2) Ensure on-road cyclists can trigger demand-actuated stoplight at Thacker, Howard.
Wolf	IL38 to Cermak	Hillside	None	Some bike use. Sidewalk on east side.	
Wolf	US6 to 183rd	Orland Park	Low	Medium bike use N of 179th, higher S. Sidewalk or sidepath S from 175th, but Xings often (way) too far back. Some paved shoulders (plus gravel) N of 175th.	Widen paved part of shoulders N of 175th. Work with Orland Park to improve sidewalk Xing and stopline locations.
York	N of Brush Hill to Frontage N of I-88	Elmhurst	Medium 1; low 2	Medium bike use. Paved shoulders (w/ intersection pinchpoints) over IL38, in poor condition S of IL38. On- and off-ramps. No sidewalks. 150' shortcut goat path from frontage road intersection to Salt Creek Trail.	1) Include shoulders when repaving. 2) Work with Elmhurst to add link between trail and York/Frontage Rd intersection.
22nd St	W of IL83 to I-294	Oak Brook	Medium	Many destinations (incl. Oak Brook mall). Appreciable bike use on sidepath or sidewalk Spring-Windsor; low use (but some goat paths) seen and no accommodations on both ends. York (Salt Creek Trail) is a popular bike Xing.	Work with Oakbrook to fill sidewalk gaps on both ends.
25th Ave	I-290 to 26th	Broadview	High 1; medium 2	Some bike use, less S. Major bike Xing at Salt Creek Trail (2L, 5100 ADT). At least one sidewalk N of RR, large gaps S.	For Salt Creek Trail crossing: 1) make crosswalk perpendicular, and 2) add automatic-sensing RRFBs.
31st St	I-294 to Wolf	Westchester	None	Some bike use, Salt Creek Trail parallel to south.	
47th St	I-294 to East	Western Springs, La Grange	High	Fairly high bike use I-294 to Western Springs (esp. E to Central), then medium to East (and high again E of East). 8 recent crashes on this stretch. Four 11' lanes, with both sidewalks - except 1000' at both ends. I-294 bridge has narrow sidewalks and raised median. Popular bike Xings Wolf and Gilbert.	Study a 4-to-3 with bike lanes road diet at least County Line Rd (W of project, 2-4 lane transition point) to at least Wolf (if not further), since that segment has higher bike use and a 9800 ADT road diet is very feasible. Raised median would have to be removed.
55th St	E of I-294 to US 12/20/45	Countryside, Western Springs	Medium	Some bike use W, less to E. Western Springs and esp. Wolf popular bike Xings. At least one sidewalk E of Willow Springs, except by Plainfield. Paved or gravel shoulders at/near bridge, then sidewalk or frontage road, then Linden Ave to Willow Springs gap.	Work with towns to fill sidewalk gaps.
79th St	IL50 to Lawndale	Chicago	None	Some bike use. Not in Chicago's bike plan.	
95th St	IL171 to US45	Willow Springs	Medium	High bike use, esp. W of Willow Springs. Narrow (2'?) paved shoulders E, narrower W with some gravel shoulders. Est. 11' lanes, ADT 2950 (less W?). Mountain bike trail Xings.	1) If at all possible, widen paved shoulders to 4' ideally, 3' minimally. As a much lesser backup, possibly use "State Law - 3 Ft Min To Pass Bicycles" as a test case (applicable with potential new law on passing bikes in no-passing zone). 2) Ensure on-road cyclists (on 95th) can trigger demand-actuated stoplights at Flavin, LaGrange.

<u>Road</u>	<u>Endpoints</u>	<u>Location</u>	<u>Priority</u>	<u>Conditions now</u>	<u>Suggestions</u>
106th St	Torrence to US 12/41	Chicago	Medium	Some bike use. 11600 ADT, 4 lanes west; lower ADT, 2 lanes with parking east. Torrence to Burnham Greenway a "neighborhood bike route" in Chicago's bike plan. Burnham Greenway popular bike Xing.	1) Work with Chicago DOT to implement any recommended bikeway. Road diet feasible W, fewer options E. 2) Improve Burnham Greenway Xing, possibly with RRFB's, curb bump-outs, or raised median island.
111th St	Pulaski to Sacramento	Chicago	Medium	Some bike use, much higher Kedzie-Sacramento. Whipple-Sacramento "crosstown bike route" in Chicago's bike plan.	Work with Chicago DOT to implement bikeway for the 250' from Whipple to Sacramento. Enough room for traditional or buffered bike lanes.
111th St	Cottage Grove to E of I-94	Chicago	None	Some bike use. Not in Chicago's bike plan.	
115th St	IL50 to Western	Chicago	High	Fairly high bike use. No bike lanes now, but "crosstown route" in Chicago's bike plan. Varying conditions W of Pulaski. E of Pulaski, 40' (est.) includes parking both sides with varying occupancy.	Work with Chicago DOT to implement bikeway.
119th St	US 45 to Cal Sag	Palos Park	None	High bike use, low ADT.	
130th St	Indiana to E of I-94	Chicago	Medium	Medium bike use. No bike lanes now, but "crosstown route" in Chicago's bike plan. 4 lanes, raised median.	Work with Chicago DOT to implement bikeway.
143rd St	E of US45 to Bachelors Grove Woods	Orland Park, Midlothian	Low	Low bike use. Popular trails parallel to north on W part, adjacent on E part, with circuitous connections (Harlem, Ridgeland Xings) in between. At least one sidewalk all of developed, W part.	Trail Xings at Ridgeland farther back than at Harlem, due to larger turning radii. Add right corner islands - or forbid right turns on red.
175th St	Governors to Dixie	Homewood	Low	Medium bike use. Sidewalk 1-side mostly, except none Governors Hwy to Lincoln. E of Wilson, sidewalk Xings too far back. "Marked and Signed Route" recommendation in Homewood bike plan, although existing width/speed preclude bike lanes or shared lane markings without a road diet (marginally feasible).	Improve sidewalk crossing locations, to be closer to intersections.