



2040 TRANSPORTATION PLAN

Non-Motorized Plan



The Lake County Division of Transportation is committed to providing safe, efficient, and well-maintained county highways and bikeways to improve the general welfare of travelers in our communities and foster the orderly economic development of the county.



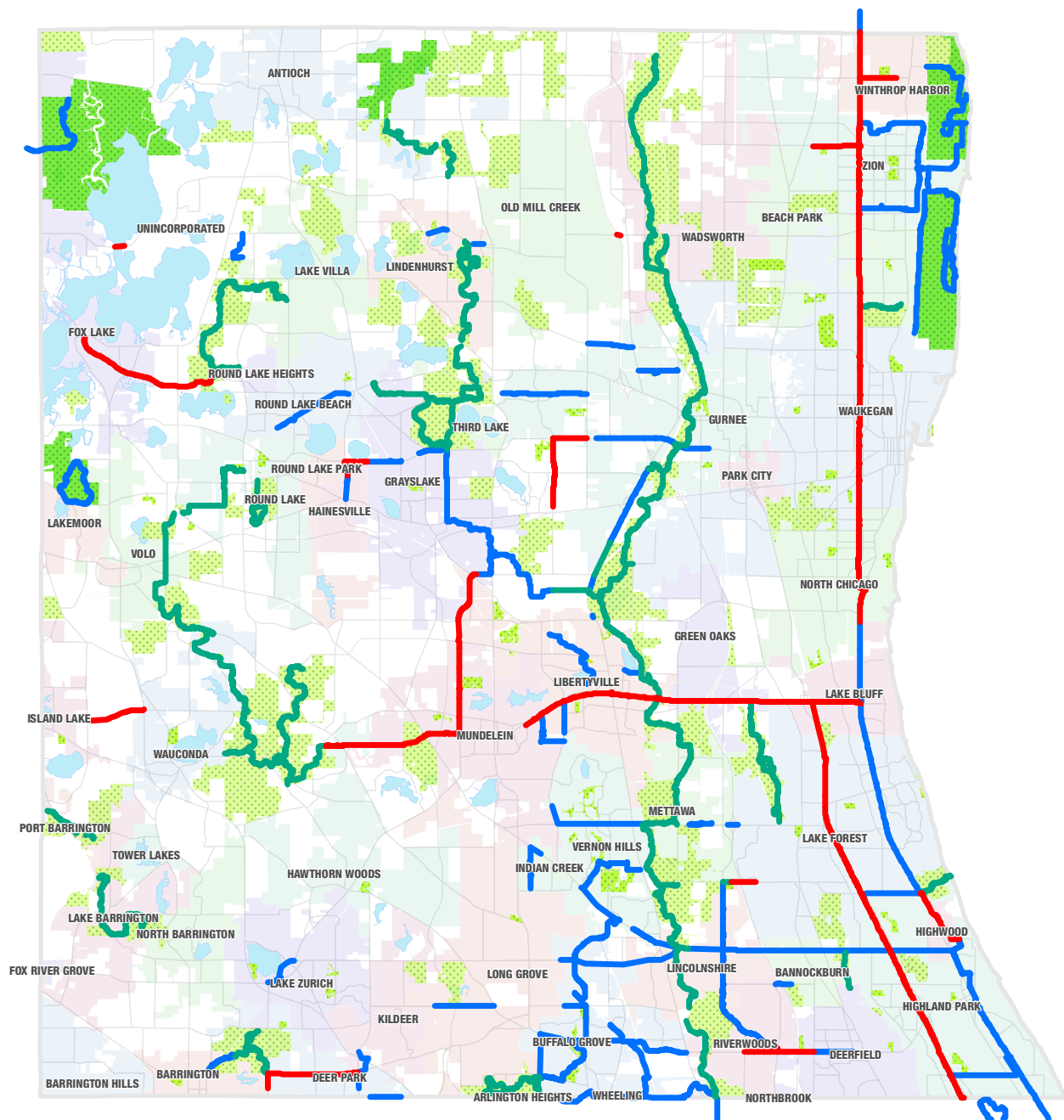
Non-Motorized Plan Memo

Part of the
Lake County 2040 Transportation Plan

November 2014



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OVERVIEW OF NON-MOTORIZED TRANSPORTATION IN LAKE COUNTY

Approximately 310 miles of non-motorized facilities are recommended as part of the Lake County 2040 Transportation Plan. These are planned to primarily be off-street multi-use paths for use by cyclists, pedestrians, and other non-motorized users. Many projects connect to Metra stations and bus routes in order to improve the viability of travel without the need for an automobile. These recommendations also provide essential non-motorized connections to communities, jobs, parks, schools, forest preserves, and other destinations throughout Lake County.

EXISTING BIKEWAYS

-  Lake County Department of Transportation
 Lake County Forest Preserve
 Other Jurisdiction

EXISTING ATTRACTIONS

-  State Park
 Lake County Forest Preserve
 Other Parks



I. INTRODUCTION

Study Background

The purpose of the Lake County 2040 Transportation Plan is to identify the deficiencies and recommend improvements necessary to address the future transportation needs of Lake County, addressing roadway, transit and non-motorized modes of travel. The Transportation Plan will be used by the County to develop the Annual 5-Year Proposed Highway Improvement Program.

This report specifically addresses the Non-Motorized Plan, which includes primarily multi-use paths suitable for bicyclists and pedestrians. The Plan is organized into seven chapters:

- Introduction
- Demographic Analysis
- Existing Non-Motorized Network
- Non-Motorized Needs
- Non-Motorized Improvement Projects
- Priority List of Non-Motorized Projects
- Implementation and Funding

Goals of the 2040 Transportation Plan

The Lake County Strategic Plan adopted September 8, 2009 and updated in July 2013 consists of a Mission Statement, a Vision, and a Statement of Values and Goals¹. The Transportation Goal is to “reduce congestion and improve transportation systems in Lake County”. The strategic statement to meet this goal is to “promote development of State, County and municipal transportation systems that provide for efficient, flexible, and uncongested movement through an integrated network of road, rail, public transit, and non-motorized (bicycle, pedestrian) modes of travel.

Non-Motorized Plan Background

The Lake County 2020 Transportation Priority Plan provided the first comprehensive look at tying together all trails and paths into a countywide regional bikeway system for meeting the growing demand for safe and efficient walking and bike travel. The non-motorized goal of the plan was to develop and maintain pedestrian facilities and a continuous system of facilities as an important means of transportation and recreational travel, thereby promoting their positive contribution to the quality of life in Lake County. Four objectives were listed in the 2020 plan to achieve this goal:

1. Where possible, include bicycle and pedestrian facilities as a system component of all transportation projects.
2. Develop a countywide regional bikeway system connecting both existing and proposed bicycle facilities to link major commercial, residential, recreational, cultural/historical and transit activity areas.
3. Use the countywide regional bikeway system to provide interconnection of existing municipal, county, and state bicycle routes.
4. Incorporate more “bicycle-friendly” facilities designed to reduce bicyclists’ stress levels by limiting the bicycle interaction and conflicts with vehicular traffic.

¹ Lake County 2040 Transportation Plan Project Scope

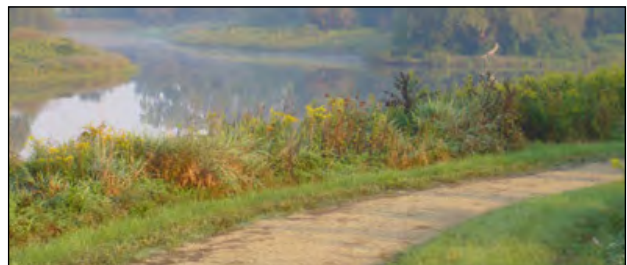
Lake County's Policy on Infrastructure Guidelines for Non-Motorized Travel Investments² identifies bicycle and pedestrian policies for the County. It states in part:

"When undertaking improvements to roadways under its jurisdiction, Lake County DOT will strive to provide appropriate accommodation for vehicles, pedestrians, bicyclists, transit users, and persons of all abilities. The policy applies to new construction or reconstruction projects except in pavement resurfacing projects that do not widen the existing traveled way. Non-motorized improvements may be included in pavement resurfacing projects where accommodations can be added within the overall scope of the original work."

2 Policy on Infrastructure Guidelines for Non-Motorized Travel Investments, Lake County Division of Transportation, 2010

The policy stipulations are as follows:

- Bicycle and pedestrian ways shall be given full consideration and be established in all urbanized areas unless exceptional circumstances exist, as defined below.
- In rural areas, where road sections are uncurbed, paved shoulders shall be included in all new construction and reconstruction projects.
- Sidewalks, bicycle facilities, street crossing, pedestrian signals, signs, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
- The planning, design, and development of County roadways will consider the following factors to improve non-motorized facilities:
 - Planning projects for the long-term—Design and construction of new facilities likely will anticipate future demand for bicycling and pedestrian travel, and not preclude the provision of future improvements.
 - Designing context-appropriate facilities to the best currently available standards and guidelines: Design of facilities for bicyclists and pedestrians will follow current design guidelines, standards, and best practices. Given the diversity of the natural and built environment throughout the County, flexibility in accommodating different modes of travel is essential. The policy will be implemented so as to consider the character of each specific area and the needs of all users.
 - Addressing the need for bicyclists and pedestrians to cross roadways as well as travel along them:—Design of intersections and interchanges will accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient, even where bicyclists and pedestrians may not commonly use a particular travel corridor.



- Lake County DOT shall implement these provisions unless the following exceptional circumstances exist:
 - Bicyclists or pedestrians are prohibited by law
 - The costs of establishing non-motorized facilities would be excessively disproportionate to the need or probable use (excessively disproportionate is defined as exceeding 20 percent of the cost of the transportation project)
 - There are right-of-way restrictions
 - There is lack of support from the community
 - There are safety risks that cannot be overcome
 - Other factors indicate absence of need

This Non-Motorized Travel Policy took effect for new County roadway improvement projects in December 2011.



II. DEMOGRAPHIC ANALYSIS

The identification and evaluation of socio-economic characteristics can be used to indicate areas of non-motorized transportation demand. Using U.S. Census Bureau statistics the following socio-economic evaluations were conducted:

- Population Density
- Employment Density
- Household Density
- Elderly Population
- Households with No Vehicle Available
- Population Below the Poverty Level

Population Density

U.S. Census data for population shows the total Lake U.S. Census data for population shows the total Lake County population in 2010 as 703,360. Population projections produced by the Chicago Metropolitan Agency for Planning (CMAP) indicate that by 2040, the population of Lake County will reach 953,669, an increase of 36%.

The 2010 population map is shown in Figure 1 based on U.S. Census data. Population densities by census block are represented by circle size. As indicated in Figure 1, 2010 population is clustered in certain areas of the County with larger densities scattered throughout. Areas of the County that don't have population include the north and central areas of the County.

Employment

In the suburban and rural environment of Lake County, historically most bicycle riding occurs as recreational trips. However, the U.S. Census Bureau estimates that the number of Americans who bike to work as their primary means of travel increased 50% between 2000 and 2010. Employment projections produced by the Chicago Metropolitan Agency for Planning (CMAP) indicate that by 2040, the number of jobs in Lake County will reach 471,000, an increase of 23%. As a result, areas of the community where there are a greater number of jobs may benefit from better non-motorized transportation infrastructure.

As shown in Figure 2, the area south of Waukegan, between the eastern boundary of the County, west to the Metra Milwaukee District-North Line, is generally where employment is most prevalent. In particular, the communities with the highest density areas of employment include the cities of Waukegan and North Chicago which have large employers such as the County offices, Abbott Laboratories and Great Lakes Naval Training Center. Libertyville, Mundelein, Vernon Hills, Bannockburn, Deerfield, Lincolnshire, Highland Park and Highwood also have high numbers of jobs. The north, west, and southwest areas of the County generally have lower employment density.

Household Density

Household density is an important factor in determining where to achieve the greatest numbers of potential bicyclists. The household density map in Figure 3, displaying data from the 2010 US Census, shows that the municipalities of Waukegan and Zion have the largest areas of higher density housing. Portions of North Chicago, Round Lake Beach, Round Lake Park, Mundelein, Libertyville, Vernon Hills, Park City, Indian Creek, Highwood, Highland Park, Lake Zurich, Deerfield, Lindenhurst, Wauconda, and Buffalo Grove also have moderate density. The majority of the land area in Lake County has low housing density that corresponds to increased distance between destinations.

Figure 4 combines 2010 household and employment and displays the information by census block. Higher density is represented by darker colored squares. This data is based on demographic data prepared by CMAP that depicts the distribution of population, households and employment throughout the region. As indicated, the greatest densities are in the southeast and central eastern part of the County. In southeastern Lake County, the areas of highest employment and residential density are the municipalities of Bannockburn, Buffalo Grove, Deerfield, Highland Park, and Vernon Hills; in east central Lake County, Libertyville and Waukegan. Other areas of the County which have higher amounts of household and employment densities include the municipalities of Antioch, Barrington, Grayslake, Lincolnshire, North Chicago, Park City, and Wauconda.

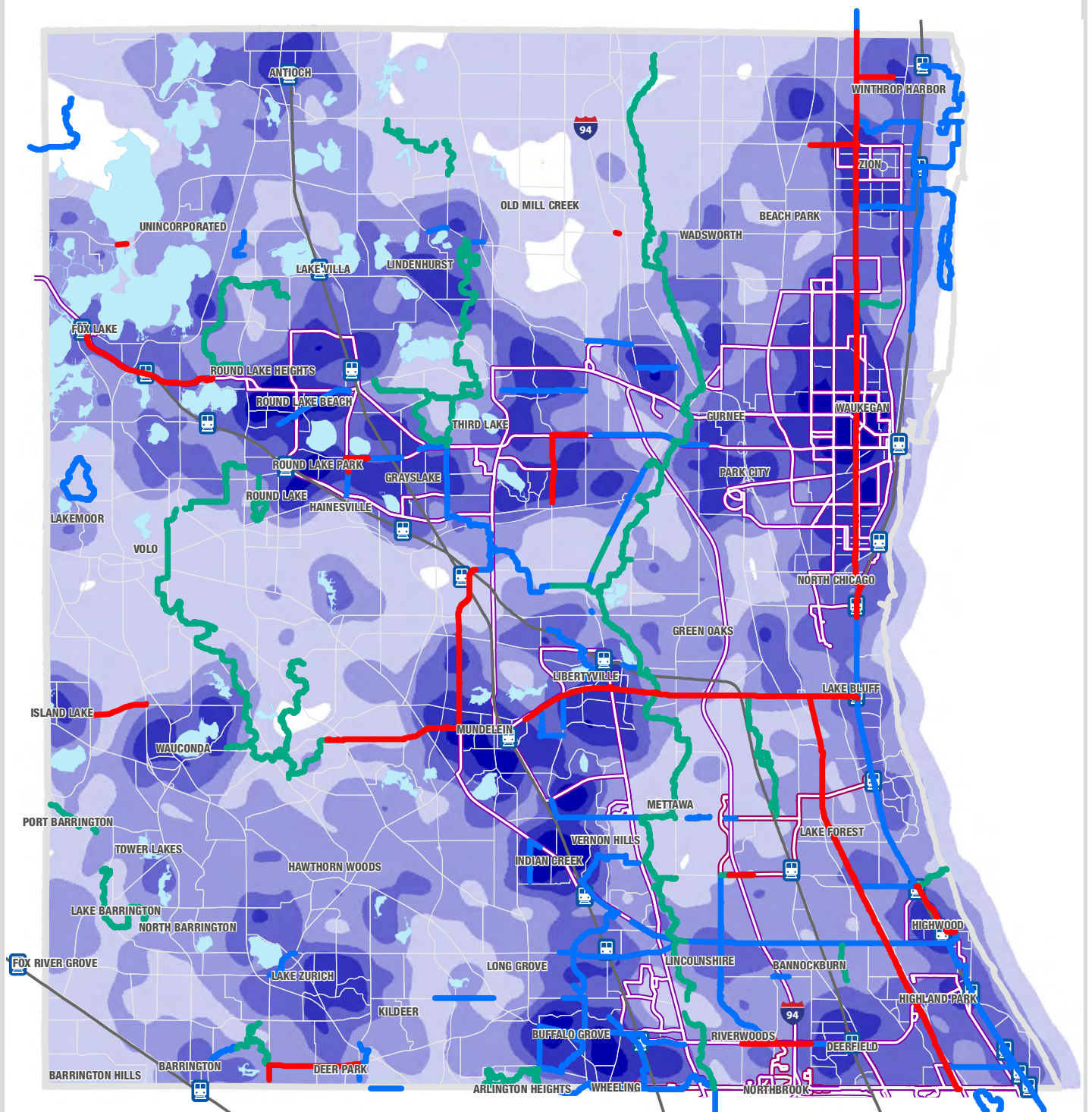


FIGURE 1:
POPULATION-2010

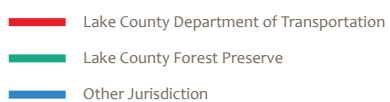


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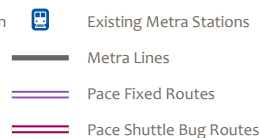
RESIDENTIAL POPULATION



EXISTING BIKEWAYS



EXISTING TRANSIT FEATURES



Source: U.S. Census Bureau Census Block, On The Map Data

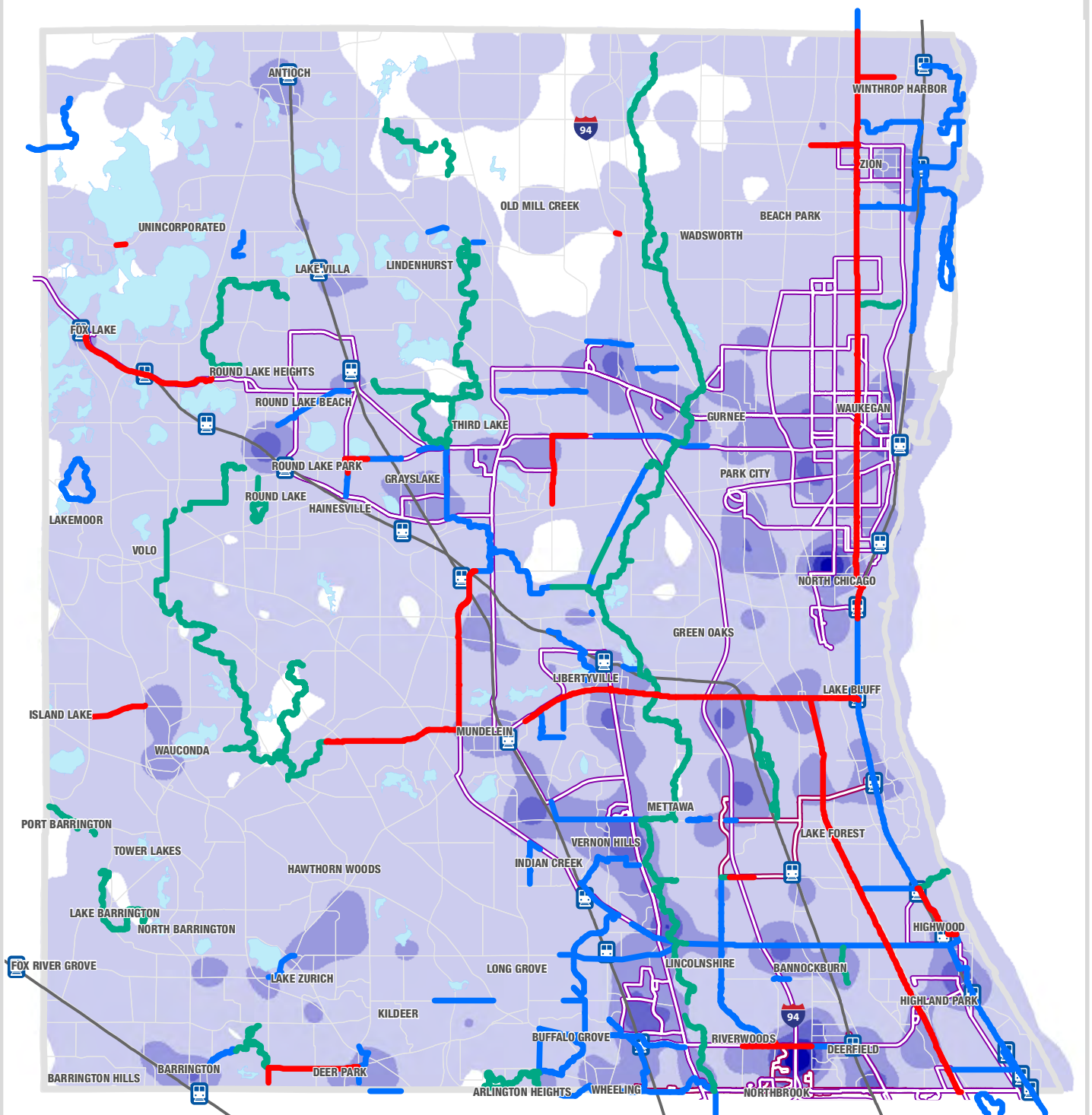
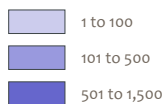


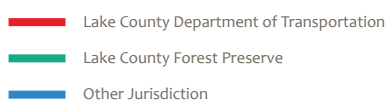
FIGURE 2:
EMPLOYMENT – 2010

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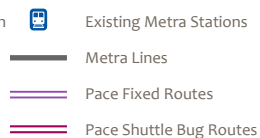
NUMBER OF JOBS



EXISTING BIKEWAYS



EXISTING TRANSIT FEATURES



Source: U.S. Census Bureau Census Block, On The Map Data

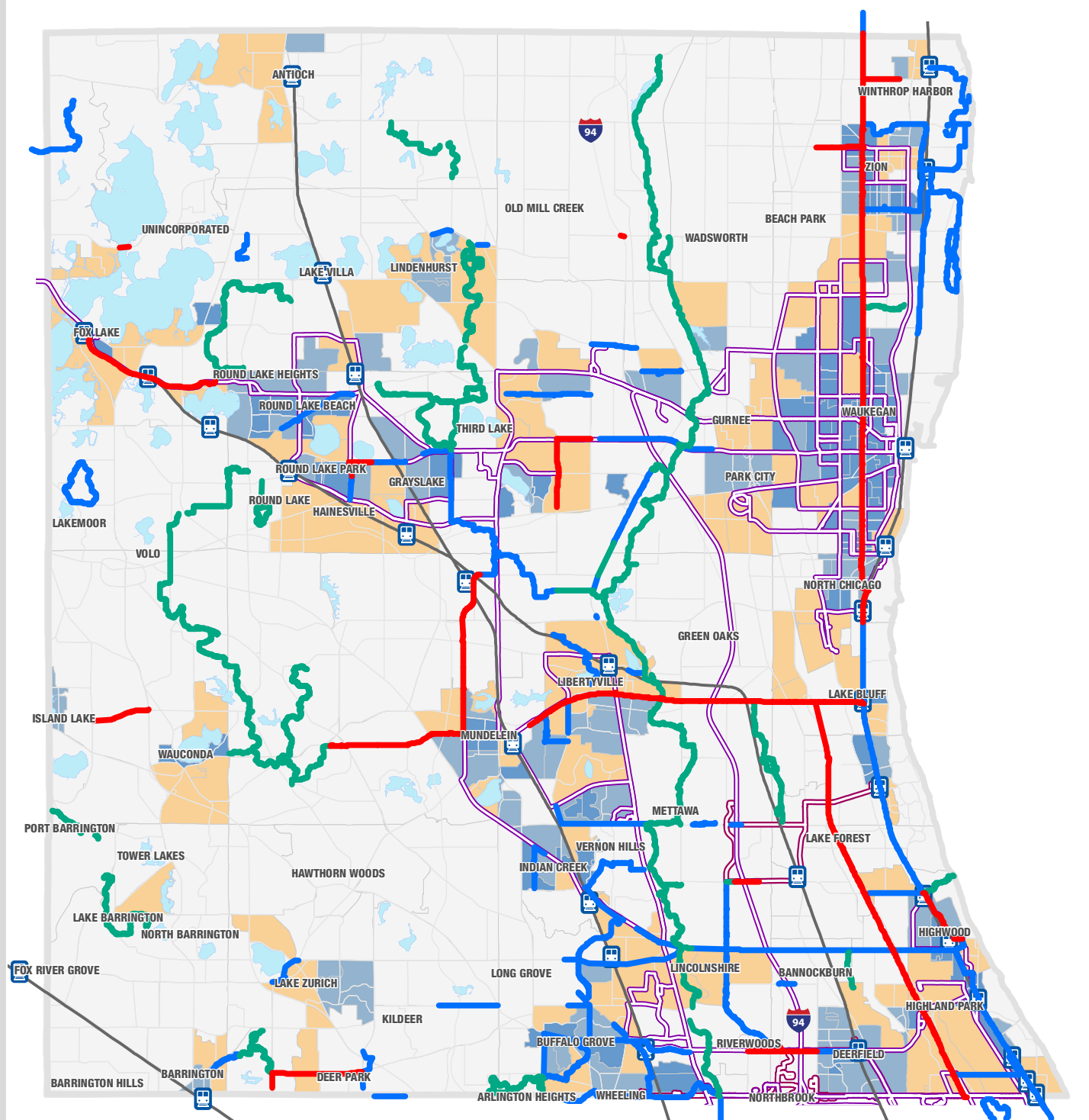


FIGURE 3:
HOUSEHOLD DENSITY – 2010



LEGEND

HOUSEHOLDS PER ACRE

- Less than 1.0
- 1.1 to 2.0
- 2.1 to 3.0
- Greater than 3.0

EXISTING BIKEWAYS

- Lake County Department of Transportation
- Lake County Forest Preserve
- Other Jurisdiction

EXISTING TRANSIT FEATURES

- Existing Metra Stations
- Metra Lines
- Pace Fixed Routes
- Pace Shuttle Bug Routes



Source: U.S. Census Bureau, 2010 Census Block Data

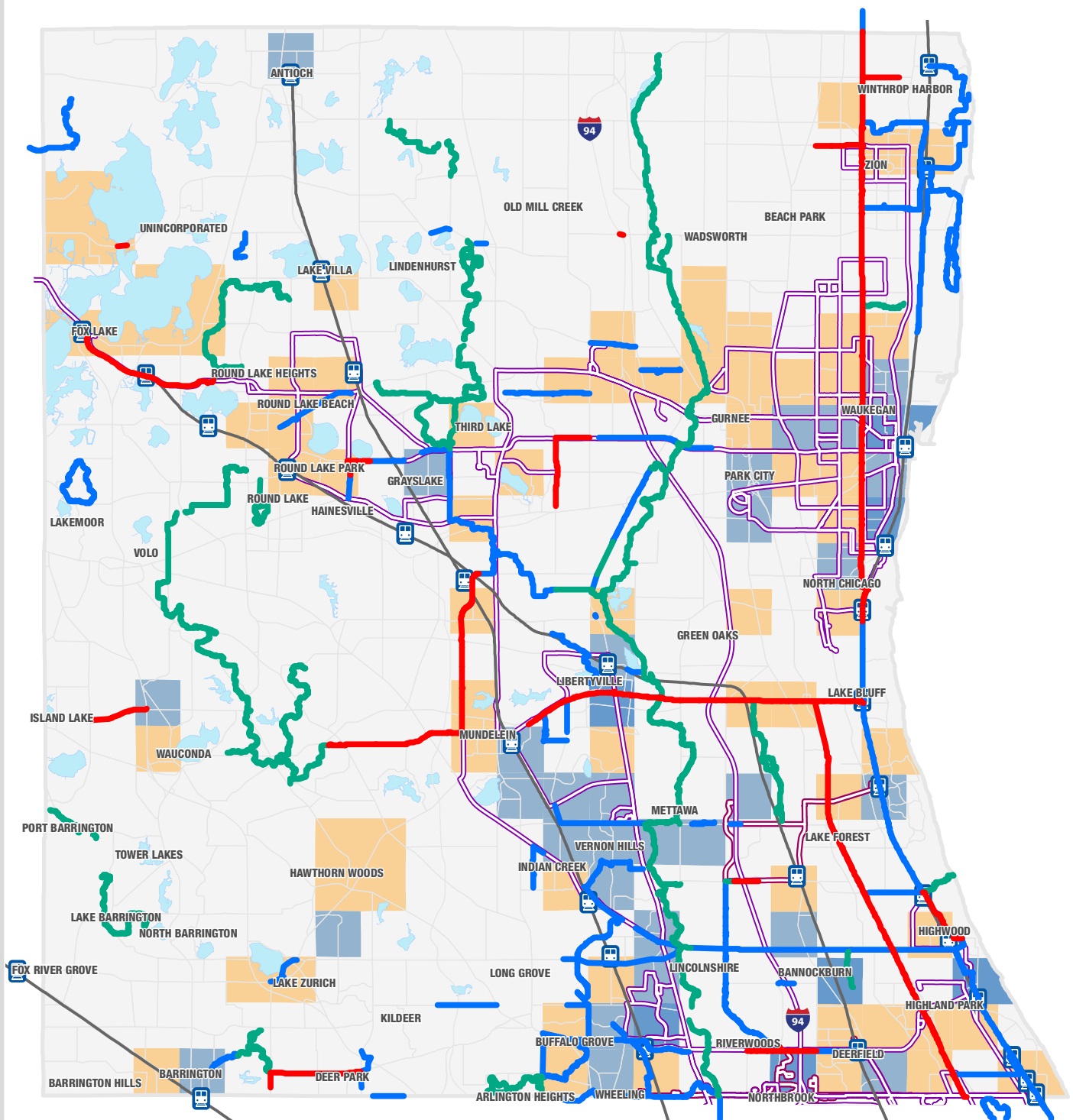


FIGURE 4:
HOUSEHOLDS & EMPLOYMENT – 2010



LEGEND

HOUSEHOLDS & EMPLOYMENT

	Low		High
	Medium		Very High

EXISTING BIKEWAYS

	Lake County Department of Transportation
	Lake County Forest Preserve
	Other Jurisdiction

EXISTING TRANSIT FEATURES

	Existing Metra Stations
	Metra Lines
	Pace Fixed Routes
	Pace Shuttle Bug Routes



Source: Modeling Estimate Based on CMAP Data

Households with No Vehicles Available

If no vehicle is available in the household, the residents may have a greater need to rely on the non-motorized transportation network. Figure 5 indicates that Waukegan, North Chicago, Mettawa, Zion, and Barrington Hills have the greatest concentrations of areas where over 20% of households have no vehicle available. Smaller areas are scattered throughout the County where greater than 10% of households do not have access to a vehicle, including Park City, Lake Villa, Round Lake area, Antioch, Barrington, and Highwood.

Households Below Poverty Level

Residents whose income is below the poverty level may not be able to afford to lease, buy, or maintain a vehicle. Insurance and gasoline prices create additional burdens of owning a car. Low income residents may be more likely to utilize non-motorized transportation. As shown in Figure 6, Waukegan, North Chicago, Zion, and Round Lake Beach have the greatest concentrations of households below the poverty level, with over 20% of households in many areas.

Communities with 15% to 20% of the households below the poverty level include Fox Lake, Round Lake, Round Lake Park, Hainesville, Park City, Wauconda, Highwood, and the Gurnee area.



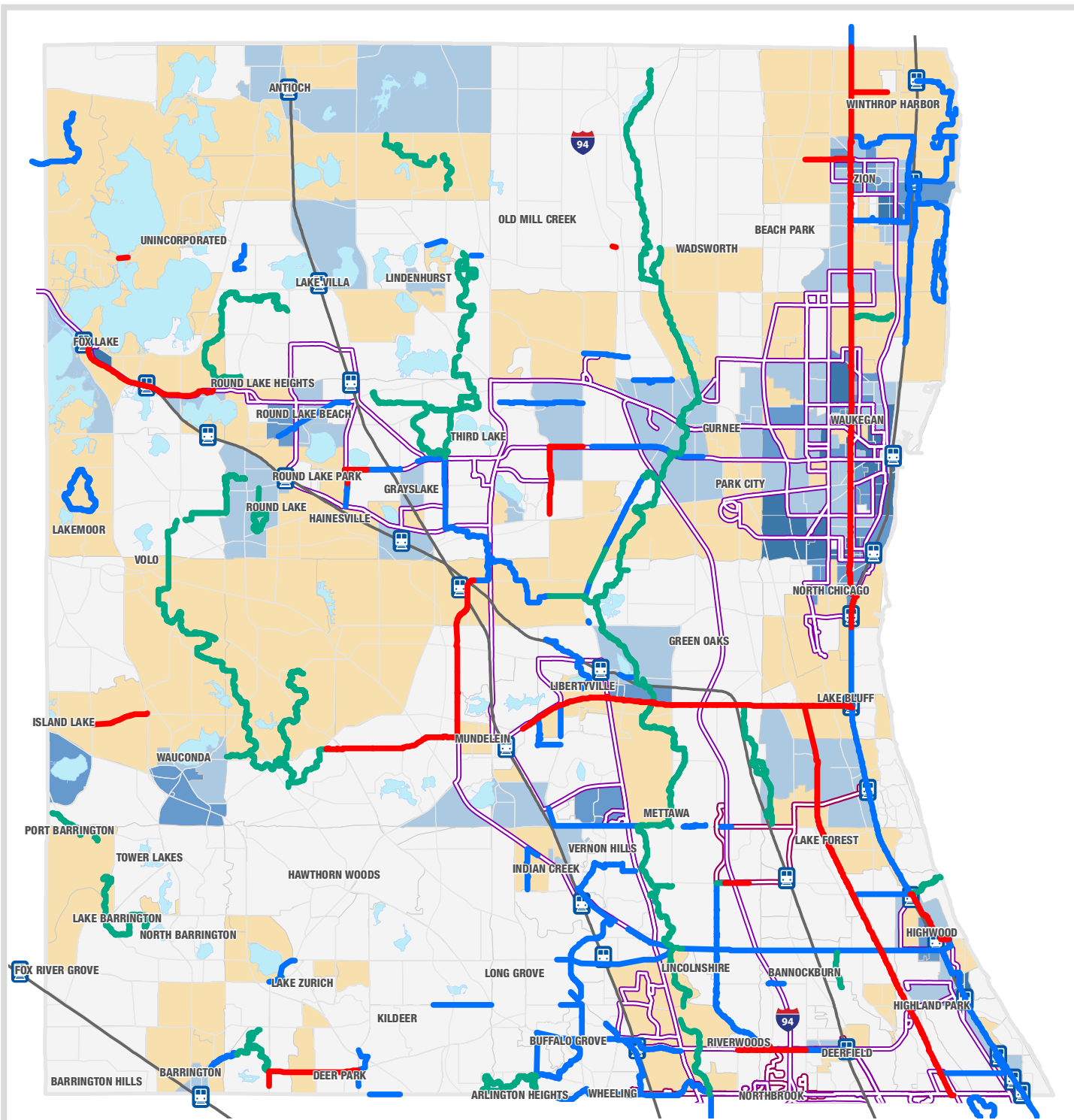
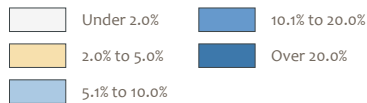


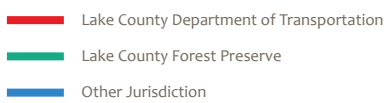
FIGURE 5:
VEHICLE ACCESS

LEGEND

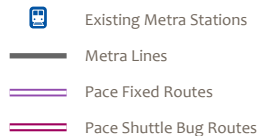
HOUSEHOLD WITH NO VEHICLES



EXISTING BIKEWAYS



EXISTING TRANSIT FEATURES



Source: U.S. Census Tracts, 2000

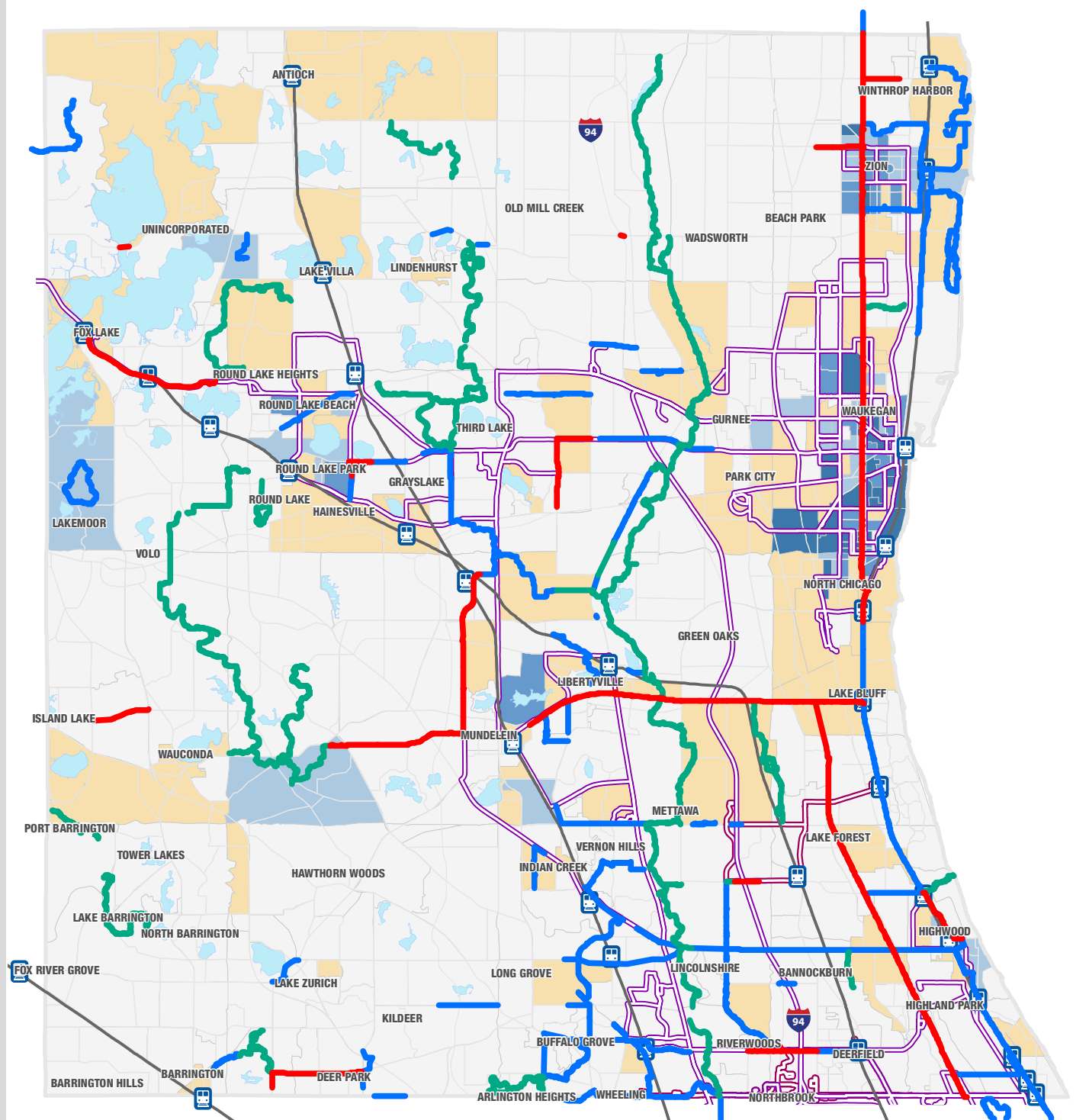
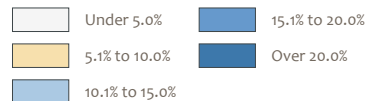


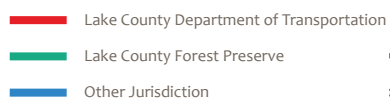
FIGURE 6:
POVERTY STATUS

LEGEND

POPULATION BELOW POVERTY



EXISTING BIKEWAYS



EXISTING TRANSIT FEATURES



Source: U.S. Census Bureau, 2000 Census Tracts



Journey to Work Data

Journey to Work data is available through the US Census. The data is a record of a person's work trip, noting their origin (i.e. their home) and their destination (i.e. their place of employment). The data is based on a sample of households that responded to the Census "long" form; this form was distributed to approximately 1 in 6 households.

Daily trips of over 100 from any one census tract to another census tract were mapped and shown in Figure 7. The work trips are overlaid onto the employment density map in Figure 8. As expected, Figure 7 shows that work trips are concentrated in areas of higher employment densities.

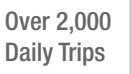
By far the greatest number of work trips between census tracts within the County occurs in North Chicago around the Great Lakes Naval Training Center (23,000 employees) and Abbott Laboratories (15,000 employees). North Chicago also includes Veterans Health Administration (1,500 employees) and Rosalind Franklin University of Medicine & Science (800 employees). Highlighted on both Figures 7 and 8, this census track has over 2,000 daily journey to work trips.

Vernon Hills is a destination for many trips because of employees at its regional shopping centers, as well as large employers including CDW Inc. (2,500 employees) and Zebra Technologies (900 employees). The Lincolnshire/Bannockburn area has many trips because it is home to Hewitt Associates, LLC (6,000 employees), Quill Corporation (1,200 employees), LTD Commodities (800 employees), among others.

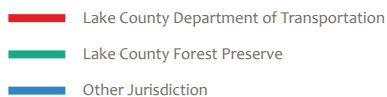
South of Bannockburn, many trips are destined for Deerfield. Deerfield is the location of large employers including Baxter International (4,500 employees), Walgreen Company (2,500 employees), Takeda Pharmaceuticals (2,000 employees), Astellas Pharma Inc. (1,000 employees), and United Stationers Inc. (800 employees).

Lake Forest is a major trip generator. Lake Forest has many large employers such as W W Grainger (1,700 employees), Lake Forest Hospital (1,600 employees), Hospira Inc. (1,400 employees), Trustmark Insurance Cos. (1,200 employees), and Pactiv Corp. (800 employees).

Although Waukegan does not have over 200 trips from any one census tract, Waukegan appears to have the largest number of trips in a generalized area. Large employers in Waukegan include Lake County Government (2,800 employees), Cardinal Health (1,500 employees), Vista Health (1,350 employees), Uline Inc. (1,200 employees), Coleman Cable Inc. (1,000 employees), and Illinois Department of Human Services (725 employees).



DAILY WORK TRIPS BY CENSUS TRACT*



* Trips Below 100 Are Not Shown



Source: U.S. Census Bureau, 2000 Census Tracts

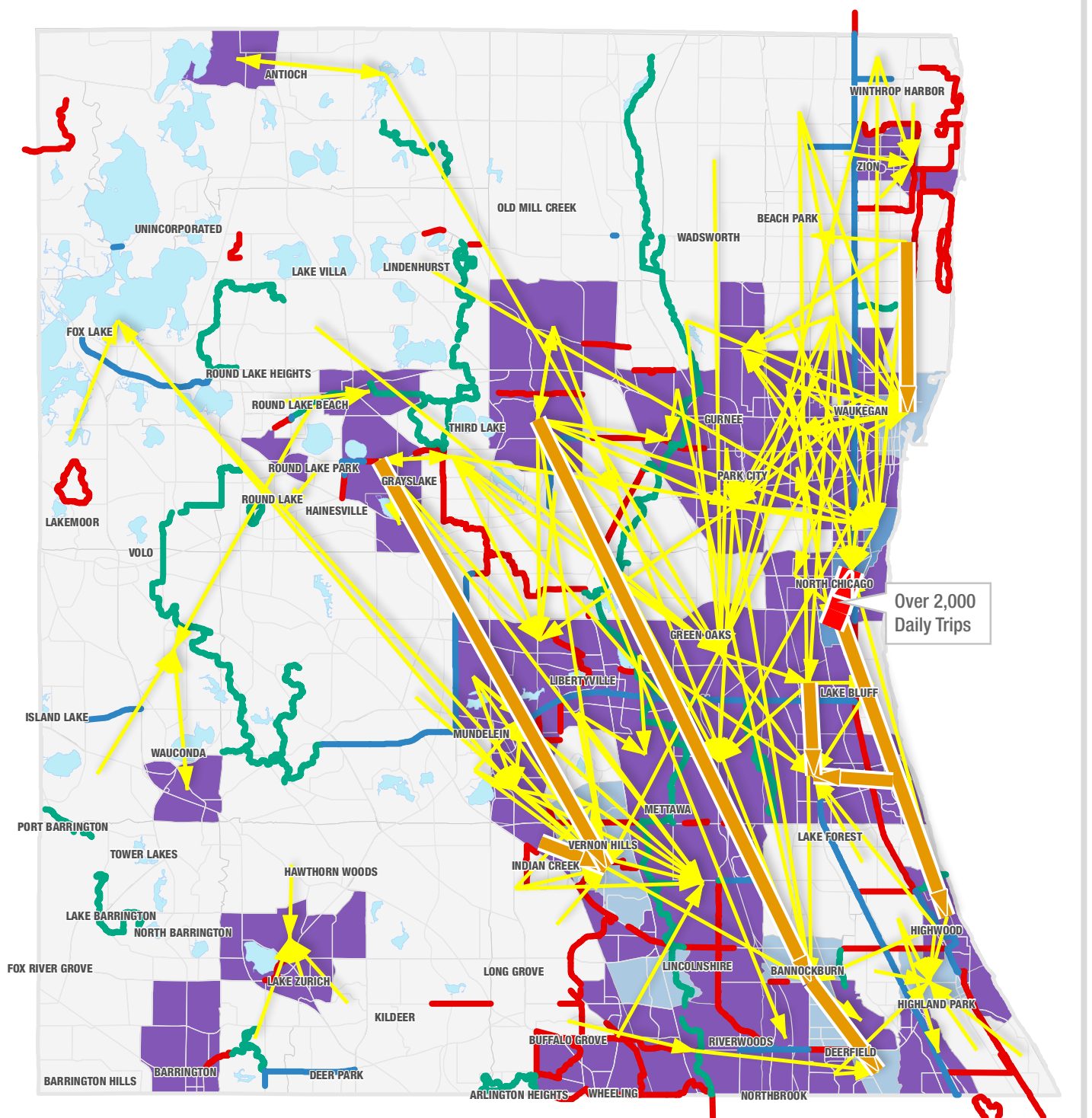


FIGURE 8:

DAILY WORK TRIPS & EMPLOYMENT DENSITY

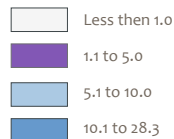
LEGEND

DAILY WORK TRIPS*

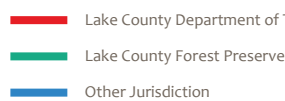


* Trips Below 100 Are Not Shown

EMPLOYEE PER ACRE



EXISTING BIKEWAYS



Source: U.S. Census Bureau, 2000 Census Tracts

III. EXISTING NON-MOTORIZED NETWORK

Network Description

There are over 500 miles of public bicycle facilities throughout the County. These include off-street and on-street facilities. Off-street bike paths include paved asphalt and unpaved, crushed gravel surfaces. Since the completion of the 2020 Plan, approximately 150 miles of the network are identified as the “trunk system”. The “trunk system” acts as the backbone of the countywide bike network.

Jurisdiction of Network

1. LCDOT

Lake County Division of Transportation (LCDOT) has jurisdiction over approximately 48 miles of bicycle facilities. Approximately 44 of those miles are off-street paths and approximately 4 miles are on-street facilities.

Facilities greater than one mile long under LCDOT jurisdiction are:

- Robert McClory Bike Path – 15.9 mi
- Skokie Valley Bike Path – 8.1 mi
- North Shore Bike Path – 8.0 mi
- Chain O’Lakes Bike Path – 3.3 mi
- Millennium Trail Bike Path – 3.0 mi
- Bonner Road Bike Lanes – 1.3 mi
- Almond Road Bike Path – 1.1 mi
- 21st Street Bike Path – 1.0 mi
- Prairie Crossing Path – 0.77 mi

2. LCFPD

The Lake County Forest Preserve District (LCFPD) has jurisdiction over approximately 143 miles of multiuse trails that can be used by cyclists. Besides instances where on-street facilities provide short connections to paths, almost all of LCFPD’s paths are off-street.

A key link in the regional network is the Des Plaines River Trail. The Des Plaines River Trail is 31 miles long and travels north-south along the Des Plaines River. The trail spans nearly the entire length of Lake County as it winds through 12 forest preserves. The trail follows the river’s edge from Wadsworth to Lincolnshire. After a 1,500-foot gap, it picks up the river’s edge again and runs south to Lake Cook Road where it connects to the Cook County Forest Preserve trail system. Bridges and underpasses make it possible to travel without crossing at-grade at any major roads.

In addition to Des Plaines River Trail, facilities greater than one mile long under LCFPD jurisdiction are:

- Millennium Trail – 11.4 mi
- Old School – 7.5 mi
- Grant Woods Bike Path – 7.2 mi
- Independence Grove – 6.5 mi
- Lakewood – 6.3 mi
- Ryerson – 6.1 mi
- Rollins Savanna – 5.9 mi
- Middlefork Savannah – 4.5 mi
- Greenbelt – 4.4 mi
- Wright Woods – 4.3 mi
- Sterling Lake – 3.9 mi
- Buffalo Creek – 3.6 mi
- McDonald Woods – 3.2 mi
- Round Lake Fitness Trail – 2.8 mi
- Lyons Woods – 2.6 mi
- MacArthur Woods – 2.6 mi
- VanPatten Woods – 2.6 mi
- Gander Mountain – 2.4 mi
- Cuba Marsh – 2.2 mi
- Fox River Preserve – 1.7 mi
- Prairie Wolf – 1.5 mi



3. Other Jurisdictions

Other non-motorized facilities throughout the County are under a variety of jurisdictions. Approximately 330 miles of public facilities are owned by municipalities (such as Grayslake, Highland Park, Zion), townships (such as Libertyville Township and Warren Township), or institutions (including College of Lake County). The majority of these facilities are off-street paths. Many of these paths are utilized primarily for local residents within a limited geographic area and do not provide regional connections.

Some of the municipalities with the most bicycle facilities include:

- Buffalo Grove – 39 miles of off-street paths
- Grayslake – 26 miles of off-street paths
- Vernon Hills – 20 miles of off-street paths
- Zion – 10 miles of off-street paths

Refer to Figure 9 for a map of the existing bikeway network.

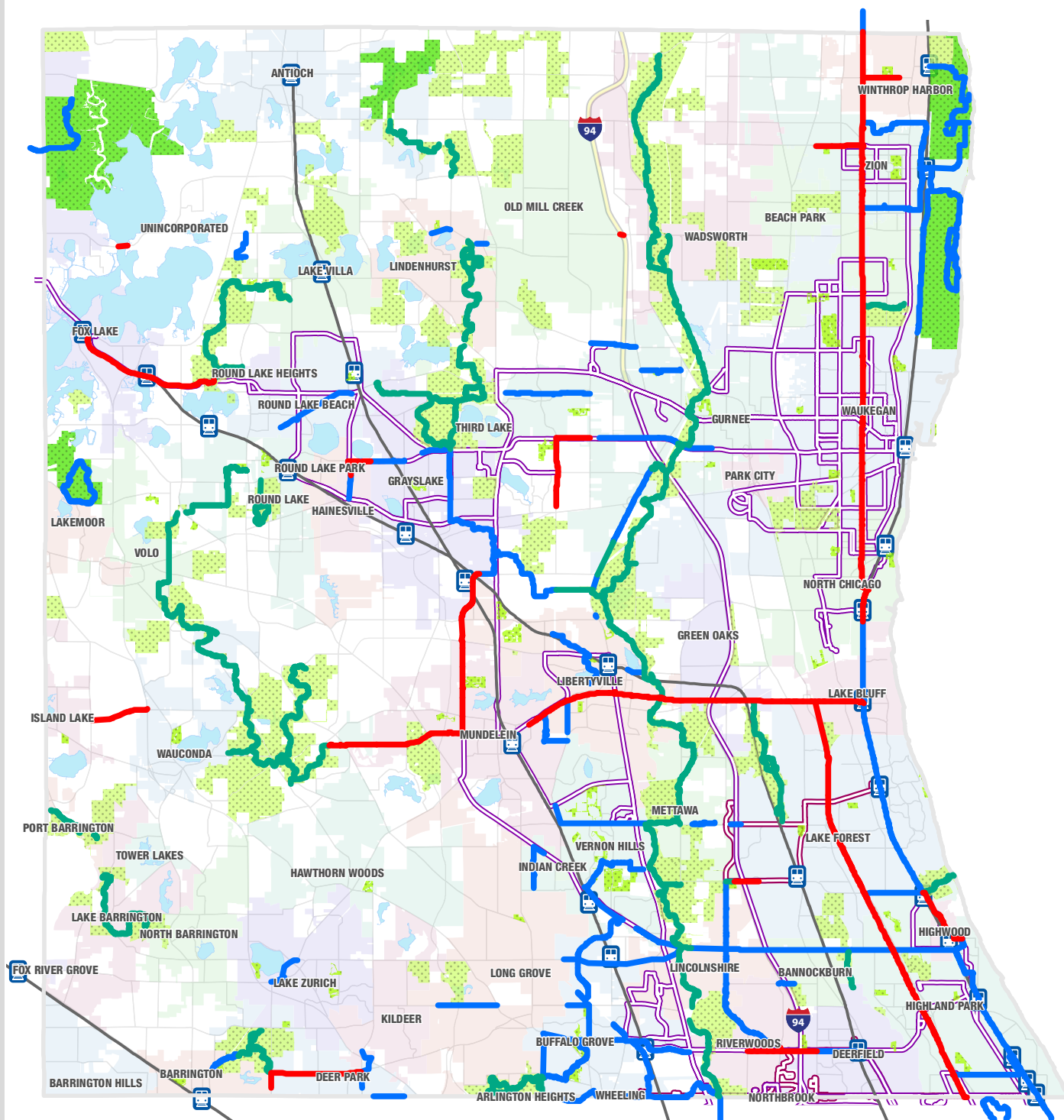


FIGURE 9:
EXISTING BIKEWAYS



LEGEND

EXISTING BIKEWAYS

- Lake County Department of Transportation
- Lake County Forest Preserve
- Other Jurisdiction

EXISTING ATTRACTIONS

- State Park
- Lake County Forest Preserve
- Other Parks

EXISTING TRANSIT FEATURES

- Existing Metra Stations
- Metra Lines
- Pace Fixed Routes
- Pace Shuttle Bug Routes





IV. NON-MOTORIZED TRANSPORTATION NEEDS

While an abundant network of non-motorized facilities exists in Lake County, many connections are lacking. Gaps in the network may exist due to historical lack of funding, jurisdictional issues, lack of support, inability to obtain right-of-way, or other issues.

As seen in Figure 10, gaps exist in western Waukegan, Beach Park, Gurnee, Park City, North Chicago, Green Oaks, and Lake Bluff. In these areas a regional east-west connection does not exist between the Des Plaines River Trail and the Robert McClory Bike Path. These gaps are important to note due to the high levels of population, employment, and transportation trips that occur in these areas, as demonstrated in Figure 11.

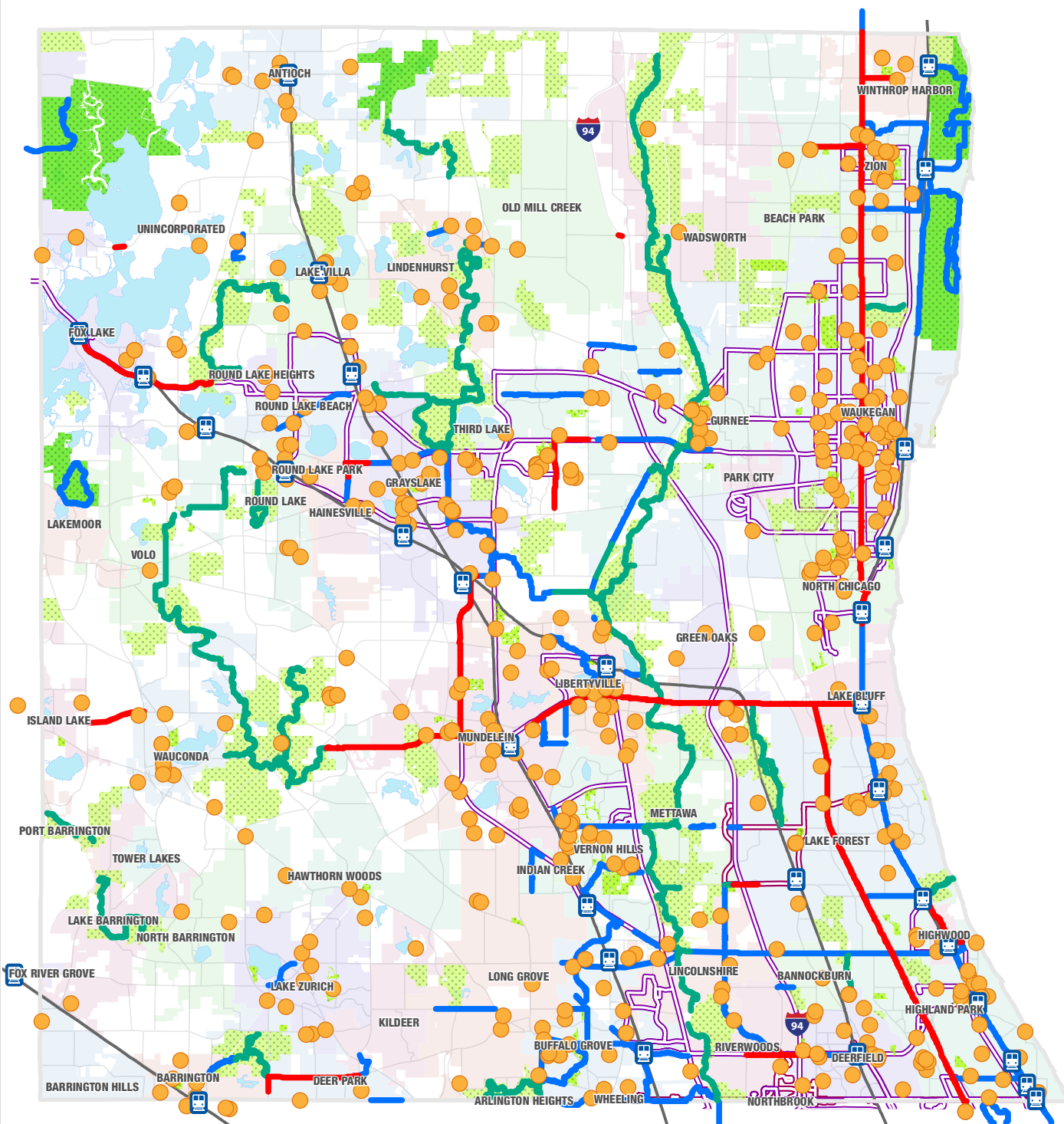


FIGURE 10:
GAP ANALYSIS



LEGEND

GAP ANALYSIS

- School Site
- Metra Stations
- Metra Lines

EXISTING BIKEWAYS

- Lake County DOT
- Lake County Forest Preserve
- Other Jurisdiction

EXISTING ATTRACTIONS

- State Park
- Lake County Forest Preserve
- Other Parks

EXISTING TRANSIT FEATURES

- Existing Metra Stations
- Metra Lines
- Pace Fixed Routes
- Pace Shuttle Bug Routes



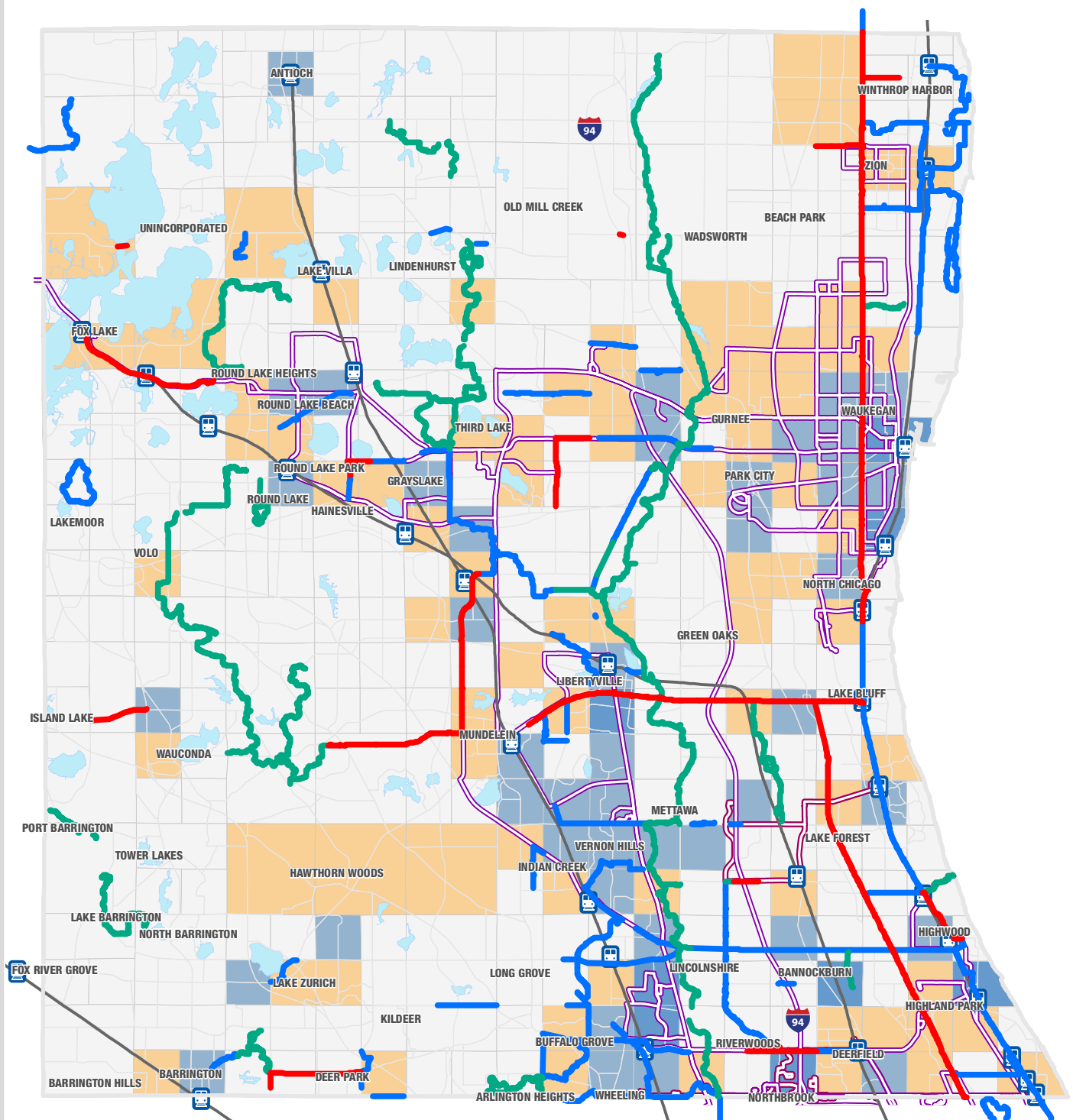


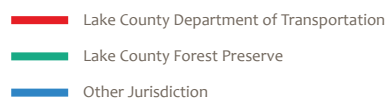
FIGURE 11:
HOUSEHOLDS & EMPLOYMENT – 2040

LEGEND

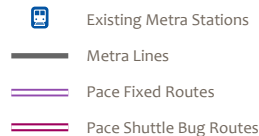
HOUSEHOLDS & EMPLOYMENT PER ACRE



EXISTING BIKEWAYS



EXISTING TRANSIT FEATURES



Source: Modeling Estimates Based on CMAP Data

V. IDENTIFICATION OF IMPROVEMENT PROJECTS

In order to identify non-motorized improvement projects, most municipalities and the Lake County Forest Preserve District were contacted to detail any non-motorized improvement projects they had identified as part of previous plans. The Lake County Forest Preserve District was also asked to identify any multi-purpose paths proposed in the forest preserves. The information from all entities was then assembled into a database that was reviewed by Lake County planning staff. Additions to the database were made based on logical regional connections between existing and proposed paths.

Approximately 310 miles of non-motorized facilities are planned to be implemented as part of the Lake County 2040 Transportation Plan (see Figure 12 and Table 1). These are assumed to primarily be off-street multi-use paths for use by cyclists, pedestrians, and other non-motorized users. As described at the outset of this memo, it is anticipated that other improvements throughout the County, such as sidewalks, will be implemented in accordance with the adopted Non-Motorized Travel Policy.

For the 2040 Plan, the jurisdiction of improvements is approximately as follows:

- 107 miles under LCDOT jurisdiction
- 43 miles under LCFPD jurisdiction
- 160 miles under other jurisdiction, such as State, municipality, or township

This represents a total of 310 miles of new non-motorized paths in the County.

The 2040 Non-Motorized Plan's recommendations will foster a better transportation experience for people accessing transit stops. Additionally, Lake County's Guidelines for Non-Motorized Travel Investments should be emphasized with adequate consideration of pedestrian and bicycle access to transit.





NON-MOTORIZED PLAN

PLANNED BIKEWAYS

- ## EXISTING BIKEWAYS

- ## EXISTING ATTRACTIONS

-
- 0 1 2 3
SCALE IN MILES



TABLE 1: **NON-MOTORIZED PLAN IMPROVEMENTS**

Corridor	Project	Project Limits		Length of Improvement (miles)
		From	To	
LCDOT				
Bonner Road	Millennium Trail & Greenway	U.S. Route 12	Wauconda Road	2.3
Buckley Road	North Chicago	U.S. Route 41	Great Lakes Metra Station	1.5
Buckley Road	North Chicago - Green Oaks - Libertyville	Milwaukee Avenue	U.S. Route 41	4.2
Butterfield Road	Butterfield Road	Townline Road	Allanson Road	1.0
Connection Path	Mundelein - Vernon Hills	Illinois Route 83	Thomas Boulevard	0.6
Cuba Road	Lake Barrington - Barrington Hills	U.S. Route 14 at Kelsey Road/Plum Tree Road	U.S. Route 14 via Cuba Road/Merri Oaks Road	0.8
Darrell Road	Multi-Preserve Connections	River Road	Fisher Road	5.1
Deep Lake Road	Antioch - Lake Villa	Grass Lake Road	North Avenue	3.7
Deerfield Road	Buffalo Grove - Riverwoods	U.S. Route 45	Portwine Road	1.3
Dowell Road	Island Lake	Neville Road	Black Crown Forest Preserve	0.7
Fairfield Road	Lake County Bike Paths	Old McHenry Road	Ivanhoe Road	3.9
Fremont Center Road	Fort Hill Trail	Ray Lake Forest Preserve	Peterson Road	1.0
Gilmer Road	Volo - Lakemoor	Fisher Road	Callahan Road	3.0
Grass Lake Road	Lake Villa - Lindenhurst	Deep Lake Road	McDonald Woods	2.0
Grass Lake Road	Fox Lake	State Park Road	Illinois Route 59	5.5
Grass Lake Road	Lake Villa	Illinois Route 59	Deep Lake Road	2.5
Hawley Street	Millennium Trail & Greenway	Midlothian Road	Brice Avenue	1.6
Hunt Club Road	Old Mill Creek	Washington Street	Illinois Route 173	7.3
Hunt Club Road	Old Mill Creek	Pine Dunes Forest Preserve	State Line Road	0.7
Kelsey Road	Lake Barrington	U.S. Route 14	Miller Road	2.6
Kilbourne Road/88th Avenue Path	Kilbourne Rd/88th Ave Path	Russell Road	122nd Street	0.3
Lake Avenue	Unincorporated	Illinois Route 173	State Line	1.4
Lake Cook Road	Deer Park	U.S. Route 14	Ela Road	0.2
Noll Park	Connection	Allanson Road	Thomas Boulevard	0.5
O'Plaine Road	Waukegan - Green Oaks	Buckley Road	McGaw Road	1.9
Peterson Road	Fort Hill Trail	Fremont Center Road	Midlothian Road	2.7
Quentin Road	Lake County Bike Paths	Lake Cook Road	Old McHenry Road	3.6
Russell Road	Multi-Preserve Connections	U.S. Route 41	Kilbourne Road	0.3
Russell Road	Russel Rd/128th/1st St Path	Kilbourne Road	Sheridan Road	4.7
Saunders Road	Riverwoods - Deerfield	Lake Cook Road	Deerfield Road	1.0
U.S. Route 14	Lake Barrington - Barrington Hills - Barrington	Cuba Road	Lake Cook Road	3.9
U.S. Route 14	Lake Barrington	County Line	Kelsey Road	0.5
Union Pacific Railroad Path	Union Pacific Railroad Path	Sunset Avenue	Russell Road	7.5
Utility Easement Path	Utility Easement Path	Northwestern Avenue	Metra UP-N	3.7
Utility Easement Path	Utility Easement Path	Delany Road	Robert McClory Bike Path	2.7
Utility Easement Path	Waukegan - North Chicago -Lake Bluff	Rockland Road	Clearview Avenue	7.3
Utility Easement Path	Vernon Hills - Long Grove - Buffalo Grove	Westmoreland Drive	Churchill Park Trails Path/Brandywyn Lane	2.6
Utility Easement Path	Vernon Hills - Long Grove - Buffalo Grove	Churchill Park Trails Path/Buffalo Grove Road	Thompson Boulevard/Buffalo Grove Bike Path	0.8
Utility Easement Path	Vernon Hills - Long Grove - Buffalo Grove	Weiland Road	Deerfield Parkway	0.2
Utility Easement Path	Libertyville	Park Avenue	Casey Road	2.6
Van Patten Woods	Multi-Preserve Connections	Hunt Club Road	Kilbourne Road	0.8
Washington Street	Gurnee - Grayslake - Third Lake	Atkinson Road	Almond Road	2.5
Washington Street	Round Lake - Round Lake Park	Cedar Lake Road	Hainesville Road	1.6
Wilson Road	Round Lake	Nippersink Road	Rollins Road	2.1



Corridor	Project	Project Limits		Length of Improvement (miles)
		From	To	
LCFPD				
Connection Path	Multi-Preserve Connections	Illinois Route 132 (Grand Ave)	Grant Woods	0.8
Connection Path	Multi-Preserve Connections	Petite Lake Road	Bluebird Meadow Forest Preserve	0.7
Connection Path	Millennium Trail & Greenway	Marl Flat Forest Preserve	Wilson Road	0.4
Connection Path	Multi-Preserve Connections	Half Day Road	Middlefork Greenway	0.5
Connection Path	Multi-Preserve Connections	Townline Road	Middlefork Greenway	0.5
Connection Path	Multi-Preserve Connections	Old Hicks Road	Buffalo Creek Forest Preserve Path	0.7
Connection Path (Antioch)	Multi-Preserve Connections	Raven Glen Forest Preserve Trail (West of Huntley Lake)	Raven Glen Forest Preserve Trail	0.2
Connection Path (over Rollins Road)	Millennium Trail & Greenway	Rollins Savanna Trail (South of Rollins Road)	Millenium Trail and Greenway	0.2
Darrell Road	Multi-Preserve Connections	River Road	Fisher Road	0.3
Dutch Gap Forest Preserve	Multi-Preserve Connections	U.S. Route 45	Hunt Club Road	4.1
Ethel's Wood Forest Preserve	Multi-Preserve Connection	Beck Road	Illinois Route 173	5.7
Everett Road	Multi-Preserve Connections	Saint Marys Road	Riverwoods Road	1.1
Fox River Forest Preserve and Marina	Multi-Preserve Connections	Fox River Forest Preserve Trail	Fox River Forest Preserve Trail	0.2
Fox River Forest Preserve and Marina	Multi-Preserve Connections	Fox River Forest Preserve Trail	River Road	0.4
Grand Avenue	Millennium Trail & Greenway	Millenium Trail	Millenium Trail	0.2
Grass Lake Road	Lake Villa - Lindenhurst	McDonald Woods	Grass Lake Road	0.2
Hunt Club Road	Old Mill Creek	Pine Dunes Forest Preserve	State Line Road	0.9
Hunt Club Road	Path Connection	Illinois Route 173	Pine Dunes Forest Preserve	0.5
Hurdale Road	Multi-Preserve Connections	Grassy Lake Forest Preserve	Old Barrington Road	1.4
Illinois Route 173	Millennium Trail & Greenway	U.S. Route 45	Des Plaines River Trail	5.7
Illinois Route 173	Multi-Preserve Connections	Sequoit Creek Forest Preserve	U.S. Route 45	1.7
Interstate 94/Des Plaines River Corridor	Multi-Preserve Connections	Des Plaines River Trail	Multi-Preserve Path/Utility Easement	0.2
Metra MDN	Middlefork Greenway	Rockland Road	Des Plaines River Trail	5.5
Metra MDN	Middlefork Greenway	Half Day Road	Old Elm Road	1.4
Ray Lake Forest Preserve	Fort Hill Trail	Erhart Road	Fremont Center Road	0.8
River Road/Fox River Forest Preserve (Barrington)	Multi-Preserve Connections	Grassy Lake Forest Preserve Trail	Anderson Road	2.8
Russell Road	Multi-Preserve Connections	U.S. Route 41	Kilbourne Road	0.4
Ryerson Conservation Area	Des Plaines River Trail	Des Plaines River Trail - Unincorporated	Des Plaines River Trail - Lincolnshire	0.3
Ryerson Conservation Area (N Riverwoods Road)	Multi-Preserve Connections	Riverside Road	Riverwoods Road	0.7
U.S. Route 45 (Lake Villa)	Millennium Trail & Greenway	McDonald Woods Forest Preserve	Miller Road	1.9
Van Patten Woods	Multi-Preserve Connections	Hunt Club Road	U.S. Highway 41	1.7
Waukegan Savanna Forest Preserve	Multi-Preserve Connections	Wadsworth Road	Robert McClory Bike Path	6.0

Corridor	Project	Project Limits		Length of Improvement (miles)
		From	To	
OTHER				
14th Street	Waukegan - North Chicago	Green Bay Road	Glenn Drive	1.5
21st Street	Millennium Trail & Greenway	Des Plaines River Trail	Union Pacific Railroad Path	2.7
7th Street (Winthrop Harbor)	7th Street (Winthrop Harbor)	Sheridan Road/Illinois Route 137	Spring Bluff Forest Preserve	0.4
Allanson Road	Allanson Road	Connection Path	Butterfield Road	0.3
Alleghany Road	Grayslake - Round Lake Park - Hainesville	Peterson Road	Belvidere Road	3.1
Aptakisic Road	Long Grove - Buffalo Grove	McHenry Road	Twin Oaks Boulevard	2.7
Big Hollow Road	Fox Lake	Nippersink Road	Wilson Road	1.4
Big Hollow Road	Fox Lake	McHenry County Line	U.S. Route 12	1.6
Bonner Road	Wauconda	Wauconda Road	Lakewood Forest Preserve	0.2
Butterfield Road	Mundelein - Vernon Hills - Libertyville	Leighton Road	Golf Road	1.1
Butterfield Road	Unincorporated	Illinois Route 137/Peterson Road	Casey Trail	0.6
Casey Trail and Greenway Connection	Unincorporated	U.S. Route 45	Casey Trail	0.9
Cedar Lake Road	Round Lake - Round Lake Park	Illinois Route 60	Hart Road	5.5
Connection Path	Unincorporated	Bluebird Meadow Forest Preserve	Grass Lake Road	0.8
Connection Path	Multi-Preserve Connections	Lake Cook Road	Hawley Street	8.1
Connection Path	Unincorporated	Butterfield Road	Utility Easement	0.2
Connection Path (Libertyville)	Multi-Preserve Connections	Northshore Bike Path	Libertyville Bike Path	0.3
Corporate Woods Parkway	Vernon Hills	U.S. Route 45	Illinois Route 21	1.5
Cuba Road	Long Grove - Kildeer	Quentin Road	Deerwood Drive	1.5
Cuba Road	Barrington/Cuba Township Bike Paths	U.S. Route 14	Quentin Road	6.2
Duffy Lane	Lincolnshire - Riverwoods	Riverwoods Road	Saunders Road	1.2
Ela Road	Lake Zurich - Deer Park	Long Grove Road	Illinois Route 22	2.0
Everett Road	Lake Forest	Old Barn Lane	Old Elm Road	1.4
Fairfield Road	Lake Villa	Grant Woods	Cedar Lake Lane	1.1
Fish Lake Road	Fox Lake - Volo	Millennium Trail and Greenway	Molidor Road	0.7
Fox Lake	Fox Lake	Chain O'Lakes State Park	Gander Mountain Forest Preserve	1.6
Fremont Center Road	Fort Hill Trail	Ray Lake Forest Preserve	Peterson Road	0.5
Gilmer Road	Mundelein - Hawthorn Woods	Midlothian Road	Hawley Street	2.2
Grand Avenue	Grand Avenue	Deep Lake Road	Millenium Trail	5.0
Grass Lake Road	Path Connection	McDonald Woods	U.S. Route 45	0.5
Grass Lake Road	Lake Villa - Lindenhurst	Deep Lake Road	McDonald Woods	0.4
Gurnee Mills Mall	Gurnee	Hunt Club Road	Stearns School Road	2.1
Hart Road	Millennium Trail & Greenway	Fairfield Road	Cedar Lake Road	1.8
Illinois Route 173	Antioch - Fox Lake	Chain O'Lakes State Park	Sequoit Creek Forest Preserve	7.6
Illinois Route 21	Multi-Preserve Connections	Des Plaines River Trail	Casey Trail & Greenway	0.9
Illinois Route 22	Long Grove - Kildeer	Quentin Road	Hampton Drive	3.9
Illinois Route 59	Antioch - Fox Lake	Fox Lake Metra Station	Antioch Metra Station	9.4
Illinois Route 60	Illinois Route 60	Townline Road	Fremont Center Road	6.6
Illinois Route 60/Townline Road	Multi-Preserve Connections	Townline Road Path	Interstate 94 Ramp	0.4
Illinois Route 60/Townline Road	Multi-Preserve Connections	Saint Marys Road	Townline Road Path	0.3
Illinois Route 60/Townline Road	Path Connection	Utility Easement Path	Butterfield Road	0.4
Kelly Road	Multi-Preserve Connections	Dilleys Road	Des Plaines River Path	0.8
Kennedy Road	Multi-Preserve Connections	Interstate 94 Ramp	U.S. Route 41	1.9
Lake Cook Road	Deer Park	U.S. Route 14	Ela Road	1.4
Lake Cook Road	Lake Cook/County Line Road Path	Wolf Road	Chicago Botanic Garden	7.8



Corridor	Project	Project Limits		Length of Improvement (miles)
		From	To	
Lake Cook Road	Deer Park	Quentin Road	Big Oaks Road/Lake Cook Road Path	0.3
Lake Cook Road	Long Grove	Illinois Route 53	Wilke Road	1.2
Lake Zurich Road	Deer Park - Barrington	Elm Road	Cuba Road	0.7
Lakefront - Waukegan	Waukegan Lakefront	8th Street	Blanchard Road	5.0
Lakefront - Waukegan	Waukegan Lakefront	Belvidere Street/Lakefront Path	Madison Street/Lakefront Path	0.6
Lakefront - Waukegan	Waukegan Lakefront Connection	Robert McClory Path at 8th Street	Market Street/Lakefront Path (Waukegan)	1.3
Maple Avenue	Maple Avenue	Midlothian Road	Illinois Route 176	1.5
Metra UP-N Line (Highland Park)	Union Pacific Railroad	Vine Avenue	Sheridan Road	0.9
Middlefork Greenway	Middlefork Greenway	Everett Road	Illinois Route 60	2.0
Midlothian Road	Hawthorn Woods	Illinois Route 22	Hawley Street	6.5
Millburn Road and Wadsworth Road	Millennium Trail & Greenway	U.S. Route 45	U.S. Route 41	4.3
Millcreek Road/Dilleys Road	Mill Creek Road Path	Stearns School Road	Illinois Route 173	5.2
Molidor Road	Fox Lake - Volo	Forest Preserve	Nippersink Road	0.7
Old Elm Road	Lake Forest	Middlefork Greenway	Skokie Valley Path	0.8
Path Connection	Illinois Beach State Park (Beach Park Lakefront)	Metra UP-N	Illinois Beach State Park Trail Path	0.6
Path Connection	North Chicago	Sheridan Road	Robert McClory Bike Path	0.6
Petite Lake Road	Unincorporated	Illinois Route 59	Sir John Drive	0.3
Prairie Crossing - Casey Trail Greenway	Unincorporated	Leesley Court	Prairie Crossing Trail	0.6
Quentin Road	Deer Park	Lake Cook Road	Deer Grove Bicycle Trail	0.1
Rollins Road	Millennium Trail & Greenway	Gateway Park	Millennium Trail and Greenway Trail	0.6
Rollins Road	Path Connection	Round Lake Fitness Trail	Grant Woods Bike Path	2.0
Rollins Road Metra Connector	Round Lake Beach Metra Connection	Rollins Road	Round Lake Beach Metra Station	0.6
Rollins Savana Forest Preserve	Unincorporated	Rollins Savanna Forest Preserve Path	Knowles Road	0.5
Sheridan Road	9th Street-Sheridan Road-Main Street Path	9th Street	Russell Road	1.3
State Park Road	Fox Lake	Fox Lake Metra Station	Chain O'Lakes State Park	3.8
Station Park Road	Grayslake Metra Station Connection	Alleghany Road	Grayslake Metra Station	0.8
U.S. Route 12	Fox Lake - Volo	Grand Avenue	Wilson Road	4.4
U.S. Route 45	Multi-Preserve Connections	Miller Road	Prairie Stream Forest Preserve	1.9
U.S. Route 45	Vernon Hills	Vernon Hills Bike Path/Woodlands Parkway	Vernon Hills Bike Path/Corporate Woods Parkway	0.3
U.S. Route 45	Mundelein - Vernon Hills - Indian Creek	Springwood Drive	Deerpath Drive	1.2
Utility Easement Path (Gurnee)	Utility Easement Path	Illinois Route 21	Northwestern Avenue	1.5
Wadsworth Road	Multi-Preserve Connections	Delany Road	Union Pacific Railroad Path	0.3
Washington Street	Waukegan - Gurnee - Park City	Buckingham Drive	Green Bay Road	1.8
Washington Street	Grayslake	Lake Street	Chesapeake Boulevard	0.4
Weiland Road/Aptakisic Road	Buffalo Grove	Buffalo Grove Bike Path/Aptakisic Park	Buffalo Grove Road	1.6
Weiland Road	Buffalo Grove	Lake Cook Road	Deerfield Parkway	1.2
Wilson Road	Unincorporated	Rollins Road	Grand Avenue	0.9

VI. PRIORITIZATION OF NON-MOTORIZED PROJECTS INFRASTRUCTURE

In order to prioritize non-motorized improvements, the recommendations were grouped into separate projects according to geographical proximity and jurisdiction.

These projects were analyzed based on a variety of factors:

- Number of Households and Jobs projected in 2040
- Connections to existing non-motorized network
- Connections to transit
- Connections to schools
- Connections to parks
- Located along a corridor planned for roadway or transit improvements

These factors were assessed within 0.5 mile of planned non-motorized improvements. A half mile walk or bike ride is a reasonable distance for most people. While other distances of analysis could have been used, utilization of a constant distance for all projects allows for the comparison of projects against one another for purposes of prioritization.

Figure 13 displays the recommended non-motorized projects by ratings of High Priority, Medium Priority, and Low Priority. Tables 2, 3, and 4 list the projects by rank, jurisdiction, and location and provide details regarding the prioritization.

Projects given a high priority ranking were those projects that are within proximity to high levels of households and jobs. As seen in Tables 2, 3, and 4 those projects that connect to several destinations rank higher than those that do not make connections. Intermodal connectivity (e.g. lead to Metra Stations or Pace bus routes) also improves a project's ranking. Projects that can be coordinated with other planned roadway projects were also considered.



RECOMMENDATIONS BY PRIORITY

TABLE 2: HIGH PRIORITY PROJECTS

Corridor	Project	Project Limits		Length of Improvement (miles)	2040 Households & Employment	Bike Connections	Transit Connections	Schools	Parks	Related Projects	Region
		From	To								
LC00T											
Buckley Road	North Chicago	U.S. Route 41	Great Lakes Metra Station	1.5	15,123	1	0	4	0	3	NE
Buckley Road	North Chicago - Green Oaks - Libertyville	Milwaukee Avenue	U.S. Route 41	4.2	25,275	5	1	5	4	5	NE
Butterfield Road	Butterfield Road	Townline Road	Allanson Road	1.0	44,065	4	1	6	8	2	SE
Connection Path	Mundelein - Vernon Hills	Illinois Route 83	Thomas Boulevard	0.6	32,480	5	1	7	9	3	SE
Deerfield Road	Buffalo Grove - Riverwoods	U.S. Route 45	Portwine Road	1.3	20,497	6	4	1	2	2	SE
Hawley Street	Millennium Trail & Greenway	Midlothian Road	Brice Avenue	1.6	19,592	9	Metra NCS Mundelein	9	7	3	SE
Lake Cook Road	Deer Park	U.S. Route 14	Ela Road	0.2	17,386	4	0	5	1	2	SW
Noli Park	Connection	Allanson Road	Thomas Boulevard	0.5	32,480	5	1	7	9	3	SE
Quentin Road	Lake County Bike Paths	Lake Cook Road	Old McHenry Road	3.6	27,553	3	0	4	10	5	SW
Saunders Road	Riverwoods - Deerfield	Lake Cook Road	Deerfield Road	1.0	37,078	4	8	1	1	3	SE
U.S. Route 14	Lake Barrington - Barrington Hills - Barrington	Cuba Road	Lake Cook Road	3.9	23,886	2	0	8	3	3	SW
Utility Easement Path	Utility Easement Path	Northwestern Avenue	Metra UP-N	3.7	25,664	4	6	3	7	0	NE
Utility Easement Path	Waukegan - North Chicago - Lake Bluff	Rockland Road	Clearview Avenue	7.3	70,678	4	10	6	9	6	NE
Utility Easement Path	Vernon Hills - Long Grove - Buffalo Grove	Westmoreland Drive	Churchill Park Trails Path/Brandywyn Lane	2.6	32,480	5	1	7	9	3	SE
Utility Easement Path	Vernon Hills - Long Grove - Buffalo Grove	Churchill Park Trails Path/Bufalo Grove Road	Thompson Boulevard/Bufalo Grove Bike Path	0.8	32,480	5	1	7	9	3	SE
Utility Easement Path	Vernon Hills - Long Grove - Buffalo Grove	Weiland Road	Deerfield Parkway	0.2	32,480	5	1	7	9	3	SE
Washington Street	Gurnee - Grayslake - Third Lake	Atkinson Road	Almond Road	2.5	20,139	7	2	10	10	3	NW
Washington Street	Round Lake - Round Lake Park	Cedar Lake Road	Hainesville Road	1.6	18,176	3	Metra MDN Round Lake station; 1 Pace	4	11	1	NW
LCFPD											
Connection Path	Multi-Preserve Connections	Old Hicks Road	Buffalo Creek Forest Preserve Path	0.7	29,937	7	0	8	13	7	SW
Connection Path (over Rollins Road)	Millennium Trail & Greenway	Rollins Savanna Trail (South of Rollins Road)	Millennium Trail and Greenway	0.2	22,516	5	0	5	8	2	NW
Grand Avenue	Millennium Trail & Greenway	Millennium Trail	Millennium Trail	0.2	22,516	5	Metra NCS Round Lake Beach; 1 Pace	5	8	2	NW
Metra MDN	Middlefork Greenway	Rockland Road	Des Plaines River Trail	5.5	73,214	10	2	7	10	8	SE
Metra MDN	Middlefork Greenway	Half Day Road	Old Elm Road	1.4	73,214	10	2	7	10	8	SE
Ryerson Conservation Area	Des Plaines River Trail	Des Plaines River Trail - Unincorporated	Des Plaines River Trail - Lincolnshire	0.3	20,878	3	2	0	1	1	SE
Ryerson Conservation Area (N Riverwoods Road)	Multi-Preserve Connections	Riverside Road	Riverwoods Road	0.7	23,051	3	1	3	3	1	SE



Corridor	Project	Project Limits		Length of Improvement (miles)	2040 Households & Employment	Bike Connections	Transit Connections	Schools	Parks	Related Projects	Region
		From	To								
OTHER											
14th Street	Waukegan - North Chicago	Green Bay Road	Glenn Drive	1.5	34,910	2	Metra UP-N North Chicago station; 6 Pace	6	4	5	NE
	Allanson Road	Connection Path	Butterfield Road	0.3	19,830	4	1	6	8	2	SE
	Aptakisic Road	McHenry Road	Twin Oaks Boulevard	2.7	19,847	7	0	8	14	1	SE
	Butterfield Road	Mundelein - Vernon Hills - Libertyville	Leighton Road	Golf Road	1.1	44,065	4	1	6	8	2
Cedar Lake Road	Round Lake - Round Lake Park	Illinois Route 60	Hart Road	5.5	25,006	2	Metra MDN Round Lake station; 1 Pace	10	15	6	NW
Connection Path	Multi-Preserve Connections	Lake Cook Road	Hawley Street	8.1	29,937	7	0	8	13	7	SW
Connection Path (Libertyville)	Multi-Preserve Connections	Northshore Bike Path	Libertyville Bike Path	0.3	17,077	2	1	6	2	1	NE
Cuba Road	Barrington/Cuba Township Bike Paths	U.S. Route 14	Quentin Road	6.2	28,570	2	0	3	13	3	SW
Everett Road	Lake Forest	Old Barn Lane	Old Elm Road	1.4	6,454	6	Metra MDN Lake Forest station; 1 Pace	1	6	2	SE
Grand Avenue	Grand Avenue	Deep Lake Road	Millenium Trail	5.0	4,750	2	2	1	12	0	NW
Gurnee Mills Mall	Gurnee	Hunt Club Road	Stearns School Road	2.1	20,620	4	2	3	4	1	NE
Hart Road	Millennium Trail & Greenway	Fairfield Road	Cedar Lake Road	1.8	32,466	2	Metra MDN Round Lake station; 1 Pace	9	14	3	NW
Illinois Route 21	Multi-Preserve Connections	Des Plaines River Trail	Casey Trail & Greenway	0.9	21,907	6	1	8	14	1	NE
Illinois Route 60	Illinois Route 60	Townline Road	Fremont Center Road	6.6	49,030	5	Metra NCS Mundelein station; 1 Pace	13	27	7	SW
Illinois Route 60/Townline Road	Multi-Preserve Connections	Townline Road Path	Interstate 94 Ramp	0.4	27,084	7	1	5	6	3	SE
Illinois Route 60/Townline Road	Multi-Preserve Connections	Saint Marys Road	Townline Road Path	0.3	27,084	7	1	5	6	3	SE
Illinois Route 60/Townline Road	Path Connection	Utility Easement Path	Butterfield Road	0.4	21,280	2	2	3	12	1	SE
Kennedy Road	Multi-Preserve Connections	Interstate 94 Ramp	U.S. Route 41	1.9	27,084	7	1	5	6	3	SE
Lake Cook Road	Deer Park	U.S. Route 14	Ela Road	1.4	17,386	4	Metra UP-NW Barrington station	5	1	2	SW
Lake Cook Road	Lake Cook/County Line Road Path	Wolf Road	Chicago Botanic Garden	7.8	104,118	8	Metra UP-N Ravinia Park and Braeside stations; MDN Lake Cook station; 16 Pace	8	11	5	SE

Corridor	Project	Project Limits		Length of Improvement (miles)	2040 Households & Employment	Bike Connections	Transit Connections	Schools	Parks	Related Projects	Region
		From	To								
Lakefront - Waukegan	Waukegan Lakefront	8th Street	Blanchard Road	5.0	45,124	1	9	16	12	3	NE
Lakefront - Waukegan	Waukegan Lakefront	Belvidere Street/Lakefront Path	Madison Street/Lakefront Path	0.6	17,189	1	1	0	3	1	NE
Lakefront - Waukegan	Waukegan Lakefront Connection	Robert McClory Path at 8th Street	Market Street/Lakefront Path (Waukegan)	1.3	36,125	1	0	7	2	1	NE
Maple Avenue	Maple Avenue	Middlethian Road	Illinois Route 176	1.5	19,592	9	Metra NCS Mundelein station; 1 Pace	9	7	3	SE
Metra UP-N Line (Highland Park)	Union Pacific Railroad	Vine Avenue	Sheridan Road	0.9	24,083	3	Metra UP-N Highland Park station; 4 Pace	11	6	0	SE
Middlefork Greenway	Middlefork Greenway	Everett Road	Illinois Route 60	2.0	73,214	10	2	7	10	8	SE
Middlethian Road	Hawthorn Woods	Illinois Route 22	Hawley Street	6.5	32,738	9	0	12	19	5	SW
Old Elm Road	Lake Forest	Middlefork Greenway	Skokie Valley Path	0.8	6,454	6	Metra MDN Lake Forest station; 1 Pace	1	6	2	SE
Rollins Road	Millennium Trail & Greenway	Gateway Park	Millennium Trail and Greenway Trail	0.6	22,516	5	Metra NCS Round Lake Beach; 1 Pace	5	8	2	NW
Rollins Road Metra Connector	Round Lake Beach Metra Connection	Rollins Road	Round Lake Beach Metra Station	0.6	22,516	5	Metra NCS Round Lake Beach; 1 Pace	5	8	2	
U.S. Route 45	Mundelein - Vernon Hills - Indian Creek	Springwood Drive	Deerpark Drive	1.2	24,023	3	Metra NCS Vernon Hills station; 1 Pace	3	12	1	SE
Utility Easement Path (Gurnee)	Utility Easement Path	Illinois Route 21	Northwestern Avenue	1.5	16,387	3	1	3	4	3	NE
Washington Street	Waukegan - Gurnee - Park City	Buckingham Drive	Green Bay Road	1.8	23,996	4	2	2	4	1	NE
Washington Street	Grayslake	Lake Street	Chesapeake Boulevard	0.4	11,495	2	Metra NCS Grayslake station	4	6	1	NW
Welland Road/Aptakisic Road	Buffalo Grove	Buffalo Grove Bike Path/Aptakisic Park	Buffalo Grove Road	1.6	50,270	11	Metra NCS Buffalo Grove station; 4 Pace	8	15	3	SE
Welland Road	Buffalo Grove	Lake Cook Road	Deerfield Parkway	1.2	50,270	11	0	8	15	3	SE



TABLE 3: MEDIUM PRIORITY PROJECTS

Corridor	Project	Project Limits		Length of Improvement (miles)	2040 Households & Employment	Bike Connections	Transit Connections	Schools	Parks	Related Projects	Region
		From	To								
LC00T											
Bonner Road	Millennium Trail & Greenway	U.S. Route 12	Wauconda Road	2.3	13,959	2	0	3	4	2	SW
Darrell Road	Multi-Preserve Connections	River Road	Fisher Road	5.1	12,018	4	0	2	5	2	SW
Glimer Road	Volo - Lakemoor	Fisher Road	Callahan Road	3.0	9,049	1	0	1	3	3	NW
Grass Lake Road	Lake Villa - Lindenhurst	Deep Lake Road	McDonald Woods	2.0	7,269	6	0	7	12	0	NW
O'Plaine Road	Waukegan - Green Oaks	Buckley Road	McGaw Road	1.9	18,371	0	0	0	3	2	NE
Peterson Road	Fort Hill Trail	Fremont Center Road	Midlothian Road	2.7	16,085	2	0	0	0	1	NE
Russell Road	Russel Rd/128th/1st St Path	Kilbourne Road	Sheridan Road	4.7	7,559	2	Metra UP-N Winthrop Harbor station	0	2	1	NE
U.S. Route 14	Lake Barrington	County Line	Kelsey Road	0.5	3,144	0	0	2	0	2	SW
Union Pacific Railroad Path	Union Pacific Railroad Path	Sunset Avenue	Russell Road	7.5	18,390	2	1	1	2	0	NE
Utility Easement Path	Utility Easement Path	Delany Road	Robert McClory Bike Path	2.7	11,283	2	0	1	8	1	NE
Utility Easement Path	Libertyville	Park Avenue	Casey Road	2.6	10,702	4	1	4	11	2	SE
Wilson Road	Round Lake	Nippersink Road	Rollins Road	2.1	9,202	3	1	7	1	0	NW
LCFPD											
Connection Path	Multi-Preserve Connections	Half Day Road	Middlefork Greenway	0.5	7,557	0	0	0	1	1	SE
Connection Path	Multi-Preserve Connections	Townline Road	Middlefork Greenway	0.5	7,818	1	0	0	1	1	SE
Connection Path (Antioch)	Multi-Preserve Connections	Raven Glen Forest Preserve Trail (West of Huntley Lake)	Raven Glen Forest Preserve Trail	0.2	10,170	8	0	6	12	2	NW
Darrell Road	Multi-Preserve Connections	River Road	Fisher Road	0.3	12,018	4	0	2	5	2	SW
Ethel's Wood Forest Preserve	Multi-Preserve Connection	Beck Road	Illinois Route 173	5.7	10,170	8	0	6	12	2	NW
Everett Road	Multi-Preserve Connections	Saint Marys Road	Riverwoods Road	1.1	16,238	6	1	0	4	0	SE
Fox River Forest Preserve and Marina	Multi-Preserve Connections	Fox River Forest Preserve Trail	Fox River Forest Preserve Trail	0.2	12,018	4	0	2	5	2	SW
Fox River Forest Preserve and Marina	Multi-Preserve Connections	Fox River Forest Preserve Trail	River Road	0.4	12,018	4	0	2	5	2	SW
Grass Lake Road	Lake Villa - Lindenhurst	McDonald Woods	Grass Lake Road	0.2	7,269	6	0	7	12	0	NW
Illinois Route 173	Millennium Trail & Greenway	U.S. Route 45	Des Plaines River Trail	5.7	10,170	8	0	6	12	2	NW
Interstate 94/Des Plaines River Corridor	Multi-Preserve Connections	Des Plaines River Trail	Multi-Preserve Path/Utility Easement	0.2	15,875	4	0	0	3	0	NE
River Road/Fox River Forest Preserve (Barrington)	Multi-Preserve Connections	Grassy Lake Forest Preserve Trail	Anderson Road	2.8	12,018	4	0	2	5	2	SW
U.S. Route 45 (Lake Villa)	Millennium Trail & Greenway	McDonald Woods Forest Preserve	Miller Road	1.9	10,170	8	0	6	12	2	NW
Waukegan Savanna Forest Preserve	Multi-Preserve Connections	Wadsworth Road	Robert McClory Bike Path	6.0	20,483	6	4	3	7	2	NE

Corridor	Project	Project Limits	Length of Improvement (miles)	2040 Households & Employment	Bike Connections	Transit Connections	Schools	Parks	Related Projects	Region
OTHER										
21st Street	Millennium Trail & Greenway	Des Plaines River Trail	2.7	638	0	0	0	0	0	NW
7th Street (Winthrop Harbor)	7th Street (Winthrop Harbor)	Sheridan Road/Illinois Route 137	0.4	3,383	3	0	2	5	0	NE
Alleghany Road	Grayslake - Round Lake Park - Hainesville	Peterson Road	3.1	14,717	2	1	2	5	5	NW
Butterfield Road	Unincorporated	Illinois Route 137/Peterson Road	0.6	44,065	4	1	6	8	2	SE
Casey Trail and Greenway Connection	Unincorporated	U.S. Route 45	0.9	10,283	2	1	4	2	1	SE
Connection Path	Unincorporated	Butterfield Road	0.2	44,065	4	1	6	8	2	SE
Corporate Woods Parkway	Vernon Hills	U.S. Route 45	1.5	12,798	7	1	0	7	4	SE
Duffy Lane	Lincolnshire - Riverwoods	Riverwoods Road	1.2	13,612	3	0	3	3	0	SE
Ela Road	Lake Zurich - Deer Park	Long Grove Road	2.0	13,947	4	0	2	9	3	SW
Grass Lake Road	Path Connection	McDonald Woods	0.5	10,170	8	0	6	12	2	NW
Grass Lake Road	Lake Villa - Lindenhurst	Deep Lake Road	0.4	7,269	6	0	7	12	0	NW
Illinois Route 173	Antioch - Fox Lake	Chain O'Lakes State Park	7.6	14,398	3	Metra NCS Antioch	7	8	2	NW
Illinois Route 22	Long Grove - Kildeer	Quentin Road	3.9	16,895	5	0	2	10	2	SW
Illinois Route 59	Antioch - Fox Lake	Fox Lake Metra Station	9.4	27,972	4	2	13	14	2	NW
Kelly Road	Multi-Preserve Connections	Dilleys Road	0.8	2,525	1	0	6	10	0	NW
Lake Cook Road	Deer Park	Quentin Road	0.3	10,091	1	0	1	2	1	SW
Lake Cook Road	Long Grove	Illinois Route 53	1.2	16,127	1	0	1	1	3	SW
Mill Creek Road/Dilleys Road	Mill Creek Road Path	Stearns School Road	5.2	17,710	5	0	0	1	1	NW
Path Connection	North Chicago	Sheridan Road	0.6	6,536	2	0	5	1	0	NE
Prairie Crossing - Casey Trail Greenway	Unincorporated	Leasley Court	0.6	10,283	2	1	4	2	1	SE
Quentin Road	Deer Park	Lake Cook Road	0.1	10,091	1	0	1	2	1	SW
Rollins Road	Path Connection	Round Lake Fitness Trail	2.0	19,023	3	1	7	11	0	NW
Sheridan Road	9th Street-Sheridan Road-Main Street Path	9th Street	1.3	3,383	3	Metra UP-N Winthrop Harbor station	2	5	0	NE
State Park Road	Fox Lake	Fox Lake Metra Station	3.8	16,716	1	Metra MDN Fox Lake station; 2 Pace	1	4	0	NW
Station Park Road	Grayslake Metra Station Connection	Alleghany Road	0.8	14,717	2	1	2	5	5	NW
U.S. Route 12	Fox Lake - Volo	Grand Avenue	4.4	16,410	3	Metra MDN Fox Lake station; 2 Pace	4	5	1	NW
U.S. Route 45	Vernon Hills	Vernon Hills Bike Path/Woodlands Parkway	0.3	12,798	7	1	0	7	4	SE
Wadsworth Road	Multi-Preserve Connections	Delany Road	0.3	2,506	2	0	0	3	2	NE



TABLE 4: LOW PRIORITY PROJECTS

Corridor	Project	From	Project Limits	To	Length of Improvement (miles)	2040 Households & Employment	Bike Connections	Transit Connections	Schools	Parks	Related Projects	Region
LCRDT												
Cuba Road	Lake Barrington - Barrington Hills	U.S. Route 14 at Kelsey Road/Plum Tree Road	U.S. Route 14 via Cuba Road/Merri Oaks Road		0.8	3,414	0	0	2	0	0	SW
Deep Lake Road	Antioch - Lake Villa	Grass Lake Road	North Avenue		3.7	5,056	1	0	5	3	1	NW
Dowell Road	Island Lake	Neville Road	Black Crown Forest Preserve		0.7	2,237	0	0	0	1	0	SW
Fairfield Road	Lake County Bike Paths	Old McHenry Road	Ivanhoe Road		3.9	8,305	4	0	3	6	3	SW
Fremont Center Road	Fort Hill Trail	Ray Lake Forest Preserve	Peterson Road		1.0	6,523	0	0	5	0	3	SW
Grass Lake Road	Fox Lake	State Park Road	Illinois Route 59		5.5	11,136	1	0	5	2	0	NW
Grass Lake Road	Lake Villa	Illinois Route 59	Deep Lake Road		2.5	6,802	1	0	4	2	1	NW
Hunt Club Road	Old Mill Creek	Washington Street	Illinois Route 173		7.3	3,567	0	0	0	1	1	NE
Hunt Club Road	Old Mill Creek	Pine Dunes Forest Preserve	State Line Road		0.7	1,511	0	0	0	1	0	NE
Kelsey Road	Lake Barrington	U.S. Route 14	Miller Road		2.6	5,182	2	0	1	2	2	SW
Kilbourne Road/88th Avenue Path	Kilbourne Rd/88th Ave Path	Russell Road	122nd Street		0.3	679	0	0	0	1	0	NE
Lake Avenue	Unincorporated	Illinois Route 173	State Line		1.4	2,521	0	0	0	1	0	NW
Russell Road	Multi-Preserve Connections	U.S. Route 41	Kilbourne Road		0.3	2,190	2	0	0	1	0	NE
Van Patten Woods	Multi-Preserve Connections	Hunt Club Road	Kilbourne Road		0.8	2,190	2	0	0	2	0	NE
LCRFPD												
Connection Path	Multi-Preserve Connections	Illinois Route 132 (Grand Ave)	Grant Woods		0.8	8,138	1	0	1	3	0	NW
Connection Path	Multi-Preserve Connections	Petite Lake Road	Bluebird Meadow Forest Preserve		0.7	4,377	1	0	1	1	0	NW
Connection Path	Millennium Trail & Greenway	Marl Flat Forest Preserve	Wilson Road		0.4	3,602	2	0	4	2	0	NW
Dutch Gap Forest Preserve	Multi-Preserve Connections	U.S. Route 45	Hunt Club Road		4.1	4,514	0	0	0	3	1	NW
Hunt Club Road	Old Mill Creek	Pine Dunes Forest Preserve	State Line Road		0.9	1,511	0	0	0	1	0	NE
Hunt Club Road	Path Connection	Illinois Route 173	Pine Dunes Forest Preserve		0.5	4,515	1	0	0	4	2	NW
Hurdale Road	Multi-Preserve Connections	Grassy Lake Forest Preserve	Old Barrington Road		1.4	1,768	2	0	0	1	0	SW
Illinois Route 173	Multi-Preserve Connections	Sequoit Creek Forest Preserve	U.S. Route 45		1.7	8,295	1	0	0	0	9	NW
Ray Lake Forest Preserve	Fort Hill Trail	Erhart Road	Fremont Center Road		0.8	2,070	1	0	2	1	2	SW
Russell Road	Multi-Preserve Connections	U.S. Route 41	Kilbourne Road		0.4	2,190	2	0	0	1	0	NE
Van Patten Woods	Multi-Preserve Connections	Hunt Club Road	US Highway 41		1.7	2,190	2	0	0	2	0	NE

Corridor	Project	Project Limits		Length of Improvement (miles)	2040 Households & Employment	Bike Connections	Transit Connections	Schools	Parks	Related Projects	Region
OTHER											
Big Hollow Road	Fox Lake	Nippersink Road	Wilson Road	1.4	6,584	1	0	3	0	1	NW
Big Hollow Road	Fox Lake	McHenry County Line	U.S. Route 12	1.6	5,535	0	0	0	2	1	NW
Bonner Road	Wauconda	Wauconda Road	Lakewood Forest Preserve	0.2	2,519	1	0	1	2	0	SW
Connection Path	Unincorporated	Bluebird Meadow Forest Preserve	Grass Lake Road	0.8	3,782	0	0	0	1	0	NW
Cuba Road	Long Grove - Kildeer	Quentin Road	Deerwood Drive	1.5	7,797	1	0	0	5	1	SW
Fairfield Road	Lake Villa	Grant Woods	Cedar Lake Lane	1.1	9,093	1	0	1	3	0	NW
Fish Lake Road	Fox Lake - Volo	Millennium Trail and Greenway	Moldor Road	0.7	6,784	1	0	4	2	0	NW
Fox Lake	Fox Lake	Chain O'Lakes State Park	Gander Mountain Forest Preserve	1.6	472	3	0	0	2	0	NW
Fremont Center Road	Fort Hill Trail	Ray Lake Forest Preserve	Peterson Road	0.5	6,523	0	0	5	0	3	SW
Gilmer Road	Mundelein - Hawthorn Woods	Midlothian Road	Hawley Street	2.2	8,925	4	0	0	1	2	SW
Lake Zurich Road	Deer Park - Barrington	Elm Road	Cuba Road	0.7	8,948	1	0	1	4	0	SW
Millburn Road and Wadsworth Road	Millennium Trail & Greenway	U.S. Route 45	U.S. Route 41	4.3	4,610	3	0	5	4	1	NE
Moldor Road	Fox Lake - Volo	Forest Preserve	Nippersink Road	0.7	6,784	1	0	4	2	0	NW
Path Connection	Illinois Beach State Park (Beach Park Lakefront)	Metra UP-N	Illinois Beach State Park Trail Path	0.6	3,672	1	1	0	1	0	NE
Petite Lake Road	Unincorporated	Illinois Route 59	Sir John Drive	0.3	4,377	1	0	1	1	0	NW
Rollins Savana Forest Preserve	Unincorporated	Rollins Savanna Forest Preserve Path	Knowles Road	0.5	9,000	4	1	0	4	1	NW
U.S. Route 45	Multi-Preserve Connections	Miller Road	Prairie Stream Forest Preserve	1.9	5,389	1	0	0	4	2	NW
Wilson Road	Unincorporated	Rollins Road	Grand Avenue	0.9	4,450	2	1	2	1	0	NW



VII. IMPLEMENTATION & FUNDING

Cost Estimate

Using a unit cost of \$618,000 per mile for an off-street multi-use path, costs were estimated for each project based on length of the project.

The total cost for non-motorized improvements are approximately \$192 million in 2014 dollars. Approximate costs by jurisdiction are:

- \$66 million for LCDOT
- \$27 million for LCFPD
- \$99 million under other jurisdiction

By coordinating non-motorized improvements with the planning and construction of other roadway improvements along the same corridor, project efficiencies could be achieved and the cost of implementing new paths could be reduced.

Description of Potential Funding Sources

Potential funding sources are identified below. Funding for non-motorized improvements has typically been received through the Illinois Department of Transportation and the Illinois Department of Natural Resources. Another option could be private sources of funding for those paths that directly benefit private institutions, e.g. a place of employment or a retail center.

1. Illinois Department of Transportation (IDOT)

Federal transit funds are administered by the Federal Transit Administration (FTA).

a. Illinois Transportation Enhancement Program (ITEP)

The ITEP is a federally-funded, competitive program that encourages transportation-related enhancement projects in a variety of categories. The Transportation Alternatives Program (TAP) authorized under the most recent federal transportation bill, MAP-21, provides funding for programs and projects defined as transportation alternatives. ITEP now falls under the TAP category. IDOT has incorporated the updated requirements of MAP-21 into the ITEP program. The federal funds are awarded competitively, and any local or state government with taxing authority is eligible to apply. Local matching funds are required, and work must begin on the projects within three years. IDOT awards funds in this program annually.

Projects include:

1. Provision of on-road and off-road facilities for pedestrians, bicycles and other non-motorized forms of transportation.
2. Landscaping and other scenic beautification as a part of the construction of a Federal-Aid highway project or in conjunction with a TAP funded project. Landscape/streetscape projects are no longer eligible as a stand-alone project.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
4. Community improvement activities including:
 - a.) Historic preservation and rehabilitation of historic transportation facilities.

The federal portion of eligible costs is 80% with the exception of street lighting and land acquisition which is funded at 50 percent for projects selected under the program.

b. Illinois Safe Routes To School Program (SRTS)

The Illinois SRTS Program is administered by the Illinois Department of Transportation (IDOT). SRTS uses a multidisciplinary approach to improve conditions for students who walk or bike to school. The program has three main goals:

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (within 2 miles) of both public and private primary and middle schools (grades K-8).

Illinois Safe Routes to School funds both infrastructure improvements to the physical environment as well as non-infrastructure projects. Eligible project sponsors include schools and school districts, governmental entities and non-profit organizations. Projects may be organized on a variety of jurisdictional levels.

Key features of the Illinois SRTS Program include:

- Projects are funded at 80%/20%.
- 83% of funds will support infrastructure projects. 16% of funds will support non-infrastructure programs.
- Only those projects and programs included in the corresponding School Travel Plan are eligible for funding.
- Multiple projects may be applied for by a single Sponsoring Agency, using separate applications for each project.
- Funding applications are accepted only via email.

c. Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Regarding non-motorized funding, projects are eligible under CMAQ if they shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.



2. Illinois Department of Natural Resources (IDNR)

a. Recreational Trails Program (RTP)

The federal Recreational Trails Program (RTP) program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.

Examples of eligible project activities include:

- trail construction and rehabilitation;
- restoration of areas adjacent to trails damaged by unauthorized trail uses;
- construction of trail-related support facilities and amenities; and
- acquisition from willing sellers of trail corridors through easements or fee simple title.

b. Land and Water Conservation Fund (LWCF/LAWCON)

The federal Land & Water Conservation Fund grant program provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. Funding assistance up to 50% of approved project costs can be obtained. Grant awards up to \$750,000 are available for acquisition projects, while development/renovation projects are limited to a \$400,000 grant maximum.

Regarding non-motorized projects, these funds can be used for paths through parks and forest preserves.

c. Illinois Bicycle Path Program

The Illinois Bicycle Path Grant Program provides financial assistance to eligible units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes.

Financial assistance up to 50% of approved project costs is available through the program. Maximum grant awards for development projects are limited to \$200,000 per annual request; no maximum exists for acquisition projects. Revenue for the program comes from a percentage of vehicle title fees.

Eligible project costs include:

- Linear corridor land acquisition costs, including associated appraisal fees; and
- Bicycle path development or renovation including site clearing and grading, drainage, surfacing, bridging, fencing, signage, and directly related support facilities such as potable water and restroom facilities.

Implementation Tasks

Table 5 shows the implementation tasks for the recommendations in this report. Due to the need for connectivity among multiple jurisdictions, it is necessary that all stakeholders coordinate regarding implementation of improvements.

TABLE 5: IMPLEMENTATION TABLE

Project Jurisdiction	Stakeholders	Potential Funding	Tasks
LCDOT	IDOT LCFPD IDNR Local Township Local Municipality Local School District	ITEP CMAQ SRTS Bicycle Path Program Private Sources	a. Coordinate with other stakeholders b. Identify main funding source c. For SRTS, complete School Travel Plan d. Identify local match e. Design and construct projects in order of prioritization f. Maintain flexibility to implement projects as opportunities arise
LCFPD	IDNR LCDOT Local Municipality Local Township	RTP LWCF/LAWCON Bicycle Path Program	a. Coordinate with other stakeholders b. Identify main funding source c. Identify local match d. Design and construct projects in order of prioritization e. Maintain flexibility to implement projects as opportunities arise
Other	LCDOT LCFPD IDOT IDNR Local Township Local Municipality Local School District	ITEP SRTS CMAQ RTP LWCF/LAWCON Bicycle Path Program Private Sources	a. Coordinate with other stakeholders b. Identify main funding source c. For SRTS, complete School Travel Plan d. Identify local match e. Design and construct projects in order of prioritization f. Maintain flexibility to implement projects as opportunities arise

Conclusion

Approximately 310 miles of non-motorized facilities are planned to be implemented as part of the Lake County 2040 Transportation Plan. As stated previously these off-street multi-use paths for use by cyclists, pedestrians, and other non-motorized users will be implemented under various jurisdictions including LCDOT, LCFPD, municipalities and townships.

Although many funding sources have been identified, there is significant competition for limited dollars. It is imperative that Lake County puts a strategy in place to most effectively and efficiently pursue the limited dollars. Teaming with other entities, including adjacent counties, exploring public private partnerships for the development of a connected network, and continuing to coordinate with local agencies will be critical to the implementation of this Plan.