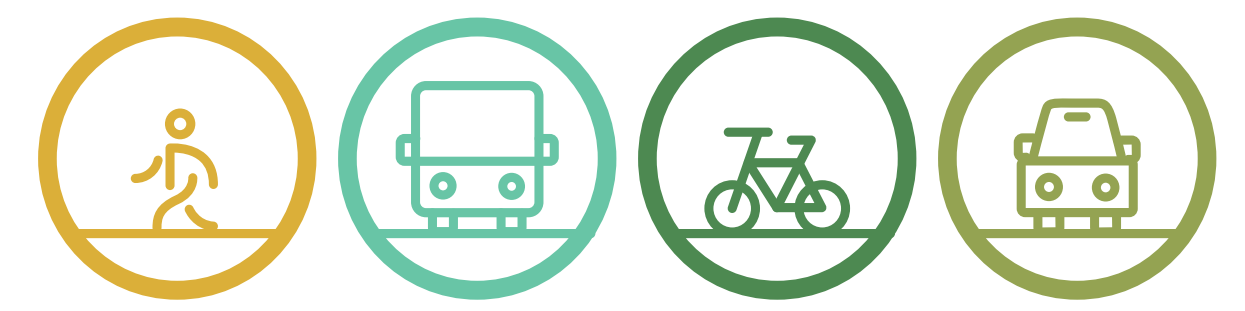


NWMC Multimodal Plan



ABOUT THE PLAN

The Northwest Municipal Conference (NWMC) is working with member communities, stakeholders, and residents across the region to create its first Multimodal Transportation Plan. While many of the communities within the NWMC have created inspiring plans and implemented innovative projects related to walking, biking, and improving access to transit, the NWMC Multimodal Transportation Plan will further collaboration across municipal boundaries and provide shared data and tools to help create a more connected, equitable, and healthy region.

PLAN GOALS



Identify priority bicycle corridors to better connect the region's existing system of trails and create a comprehensive bicycle network that is safe and comfortable for people of all ages and abilities.

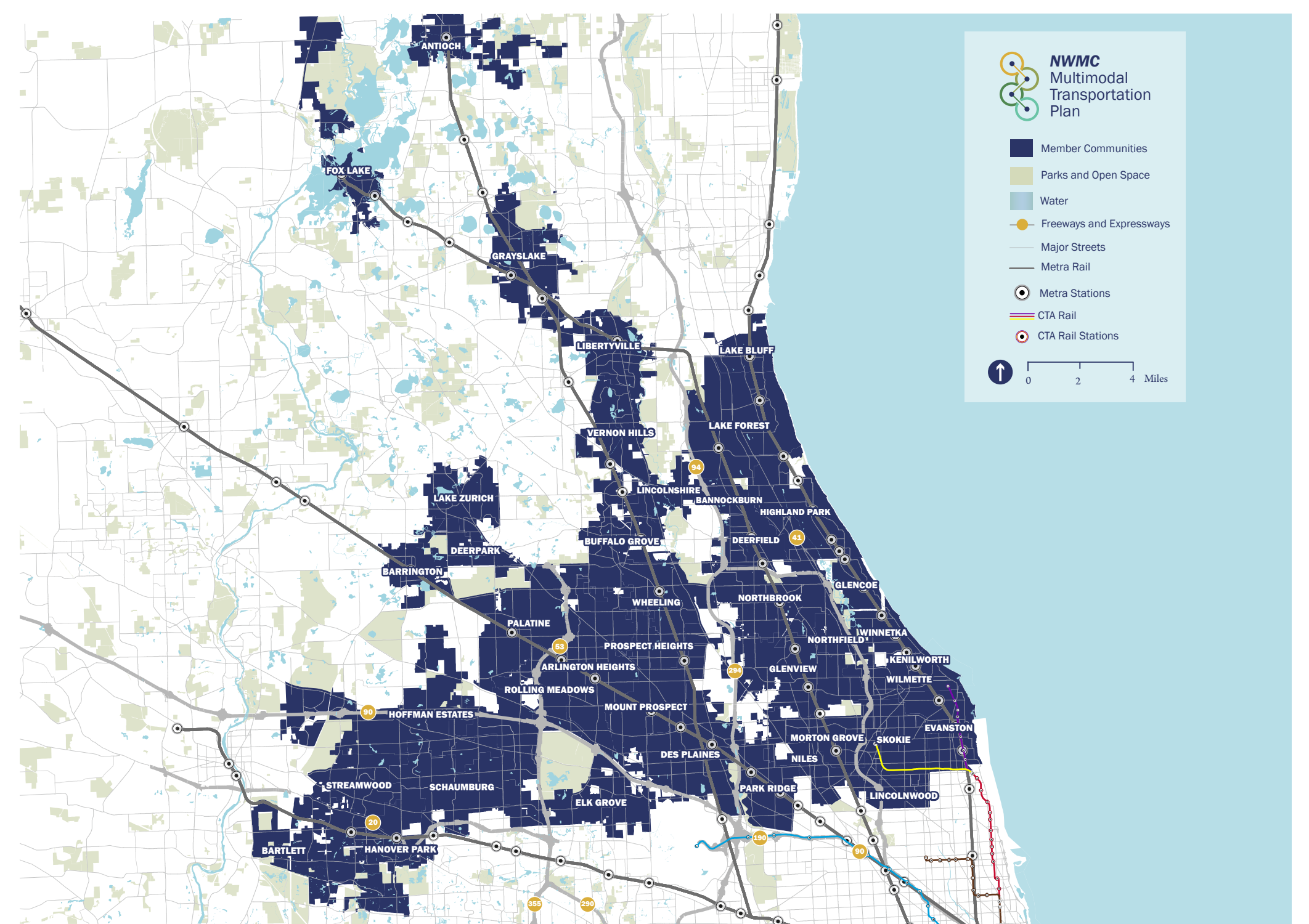


Evaluate sidewalks along major roads and surrounding transit stops to identify key gaps.



Analyze the issues that make it difficult for people to walk and bike to CTA, Metra, and Pace stops and identify scalable solutions that can be used throughout the region.

PLAN AREA



PLAN PROCESS

PHASE

1

Current State & Issue Identification

- Evaluate progress on priority bicycle corridors and identify potential new routes
- Survey sidewalks along major roads and surrounding transit stations
- Analyze current conditions for people walking and biking to transit
- Learn from the community and stakeholders about the current state

2

Prioritization & Solution Development

- Prioritize regional bicycle corridors
- Prioritize sidewalk gaps
- Develop design and policy strategies to improve access to transit
- Conduct focus groups with transportation staff and partner agencies
- Continued engagement with the community

3

Implementation Strategies

- Build a toolbox of design, policy, and program solutions
- Estimate costs for bicycle corridors
- Develop funding guide matching sources with projects

4

Develop & Refine the Plan

- Develop a clear, compelling final Plan
- Refine the Plan with the community and stakeholders

5

Implement the Plan!

Trip Distances Exercise



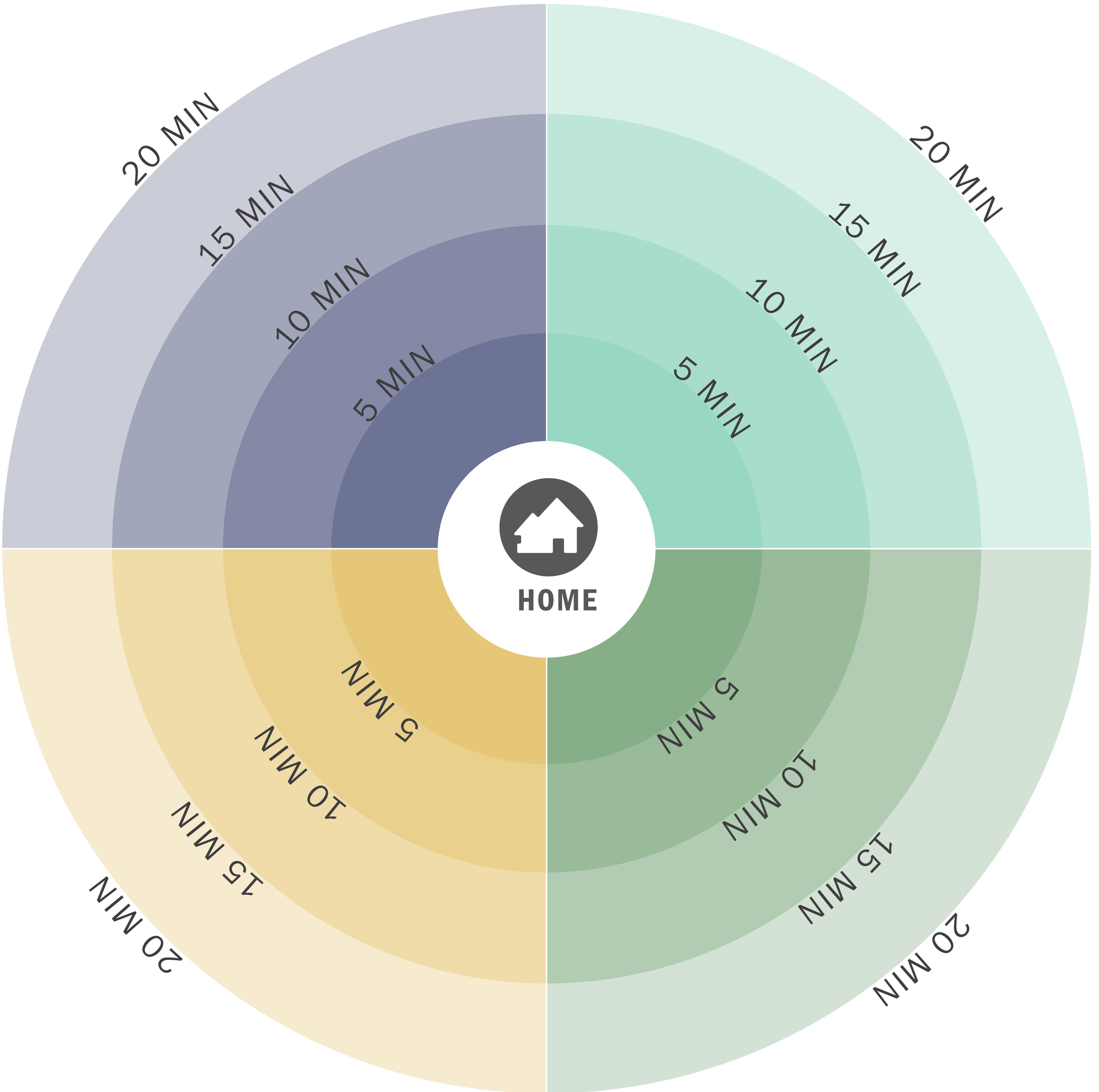
HOW FAR WOULD YOU WALK/BIKE TO GET TO PARKS/TRAILS, WORK, TRANSIT, OR LOCAL BUSINESSES? USE THE GREEN STICKERS TO INDICATE HOW MANY MINUTES YOU WOULD WALK, AND THE BLUE STICKERS TO INDICATE HOW MANY MINUTES YOU WOULD BIKE.

- WALK
- BIKE



TRANSIT

**LOCAL
BUSINESSES**



WORK

**PARKS /
TRAILS**

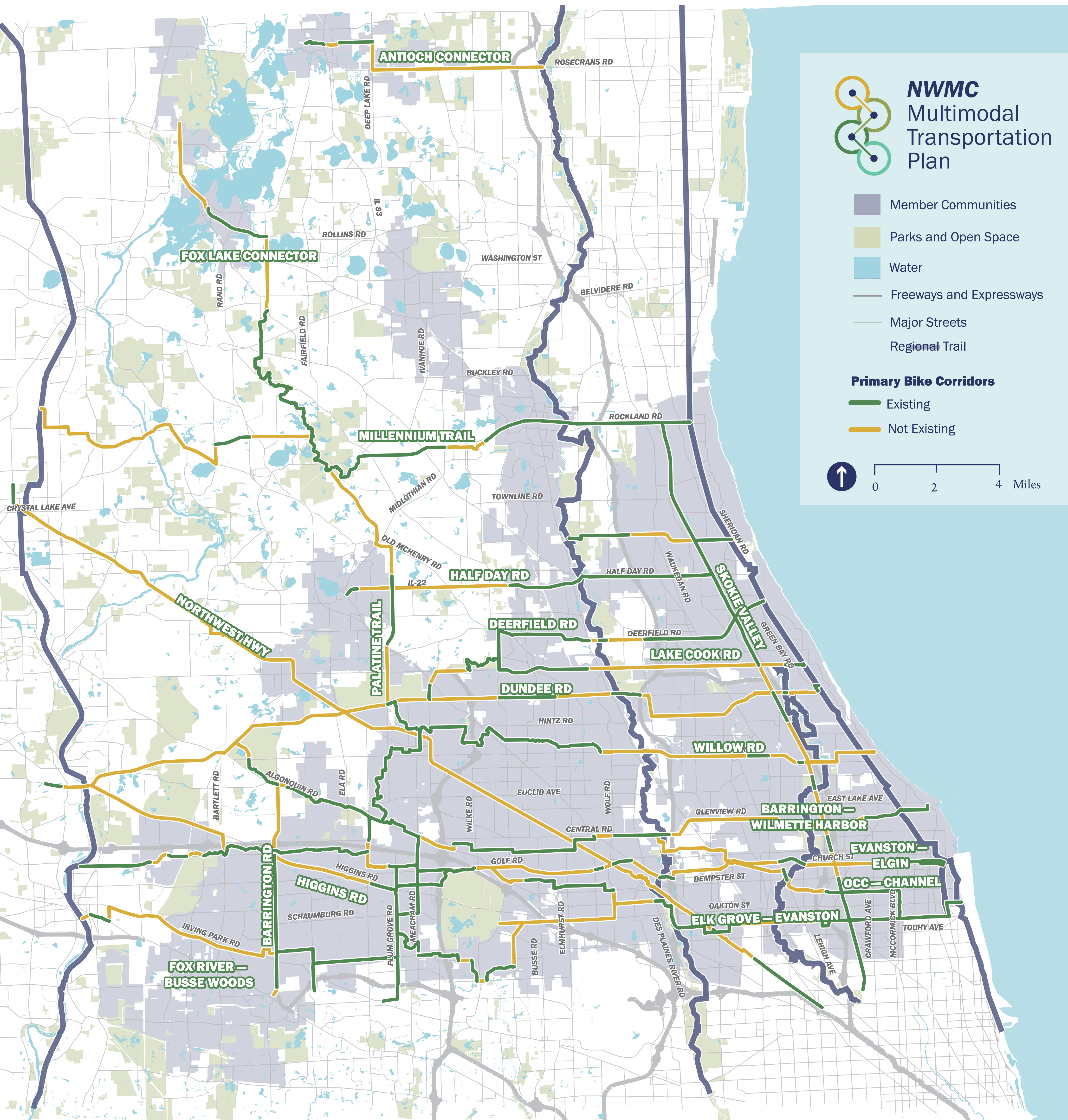


Priority Bike Corridors



The Northwest Municipal Conference's 2010 Bicycle Plan identified priority bicycle corridors to connect communities to major trails and other destinations across the region. As a part of the NWMC Multimodal Plan, the priority bicycle corridors have been updated to match bike planning efforts undertaken by many NWMC communities and new facilities that have been constructed. These corridors are highlighted on the map below. To add comments regarding your observed opportunities and challenges navigating these corridors, visit the interactive map via the project website:

www.nwmcmultimodalplan.org





Bicycling: Tools & Investment

The NWMC region is served by a number of major trails, such as the Des Plaines River Trail, North Branch Trail, Green Bay Trail, and Robert McClory Trail, that form the backbone of the NWMC bicycle system. However, **all of the major trails run north-south, creating a need for east-west facilities** to connect all NWMC residents and visitors to travel throughout the region. In previous planning efforts, the NWMC has identified priority bicycle corridors to better connect member communities to the major trails and provide better access to transit and key destinations. As part of the NWMC Multimodal Plan, the project team has worked with member communities and stakeholders across the region to **update the priority bicycle corridors** to better reflect new projects and plans communities have implemented.



TOOLS:

Bike Facilities:

- Shared Lane Markings
- Bike Boulevard
- Advisory Bike Lanes
- Bicycle Lanes
- Buffered Bicycle Lanes
- Separated Bicycle Lanes
- Off-Street Bicycle Paths

Intersection Treatments:

- Bike Boxes
- Bicycle Signals
- Two-Stage Turn Queue Box
- Lane Striping
- Protected intersection
- Conflict Markings

Trail Crossings:

- Warning Signage
- Rectangular Rapid Flashing Beacons
- Pedestrian Hybrid Beacon
- Automated Cyclist Detection
- Signalization

Wayfinding

POTENTIAL FUNDING SOURCES:

- Congestion Mitigation and Air Quality Improvement Program
- Highway Safety Improvement Program
- Illinois Bike Path Grant Program
- Illinois Transportation Enhancement Program
- Invest in Cook
- Illinois Motor Fuel Tax
- Recreational Trails Program





Walking: Tools & Investment

Building quality sidewalks that are well-maintained enables residents and visitors to walk in their communities, to transit stops, and to other key destinations. Sidewalks not only **create a connected pedestrian network, but also an accessible network.** A patchy sidewalk network makes it difficult for people, particularly with wheelchairs, walking aids, or strollers, to navigate streets across the region. In order to assess the connectivity of sidewalks within the NWMC region, the project team **surveyed and prioritized more than 2,200 miles of major streets** and streets around transit stops.

TOOLS:

Placemaking:

- Street Trees & Street Furniture
- Lighting
- Center Medians
- Gateway Treatments
- Painted or Textured Intersections
- Parklets

Traffic Calming:

- Narrow Lanes
- Chicanes and Neckdowns
- Roundabouts
- Road Diets
- Small Curb Radius
- Access Management
- Speed Feedback Signs
- Eliminate Unnecessary Slip Lanes
- No Turn on Red Restrictions
- Hardened Centerlines and Slow Turn Wedges
- On-street Parking

Walking and Crossing the Street:

- Sidewalks & Crosswalks
- ADA Curb Ramps
- Grid Connectivity and Block Size
- Curb Extensions
- Refuge Island
- Mid-block Crossings
- Raised Crossings and Speed Tables
- Rectangular Rapid Flashing Beacons
- Pedestrian Hybrid Beacon
- Signal Timing and Phasing
- Pedestrian Countdown Timers
- Automated Pedestrian Detection
- Stop for Pedestrians In-Street Signs



POTENTIAL FUNDING SOURCES:

- Community Development Block Grants
- FTA Enhanced Mobility of Seniors and Individuals with Disabilities
- Highway Safety Improvement Program
- Illinois Transportation Enhancement Program
- Invest in Cook
- Illinois Motor Fuel Tax
- Safe Routes to School
- Surface Transportation Program
- Transportation Alternatives Program





Access to Transit: Tools & Investment

Residents, workers, and visitors in the NWMC region have a number of transit options with CTA, Metra, and Pace. 39% of residents across the NWMC live within a 10-minute walk of a rail or high-priority bus stop and **75% of residents live within a 10-minute bike of a rail or high-priority bus stop.** Despite the large share of residents who live near transit, **only 7% of workers in the region use public transportation as their primary means of getting to work.** Making it easier and safer for people to walk or bike to transit can spur transit usage.

TOOLS:

Bus Stop Improvements:

- Stop Location
- Bus Stop/Landing Pad Configuration
- Basic Bus Stop Amenities
 - Shelter, seating, lighting
- Additional Bus Stop Amenities
 - Bike racks, newspaper boxes, trash, real-time technologies
- Bus Turnouts
- Bus Bulbs
- Transit Signal Priority and Queue Jumps

Bike- and Pedestrian-Friendly Station and Parking Lot Design

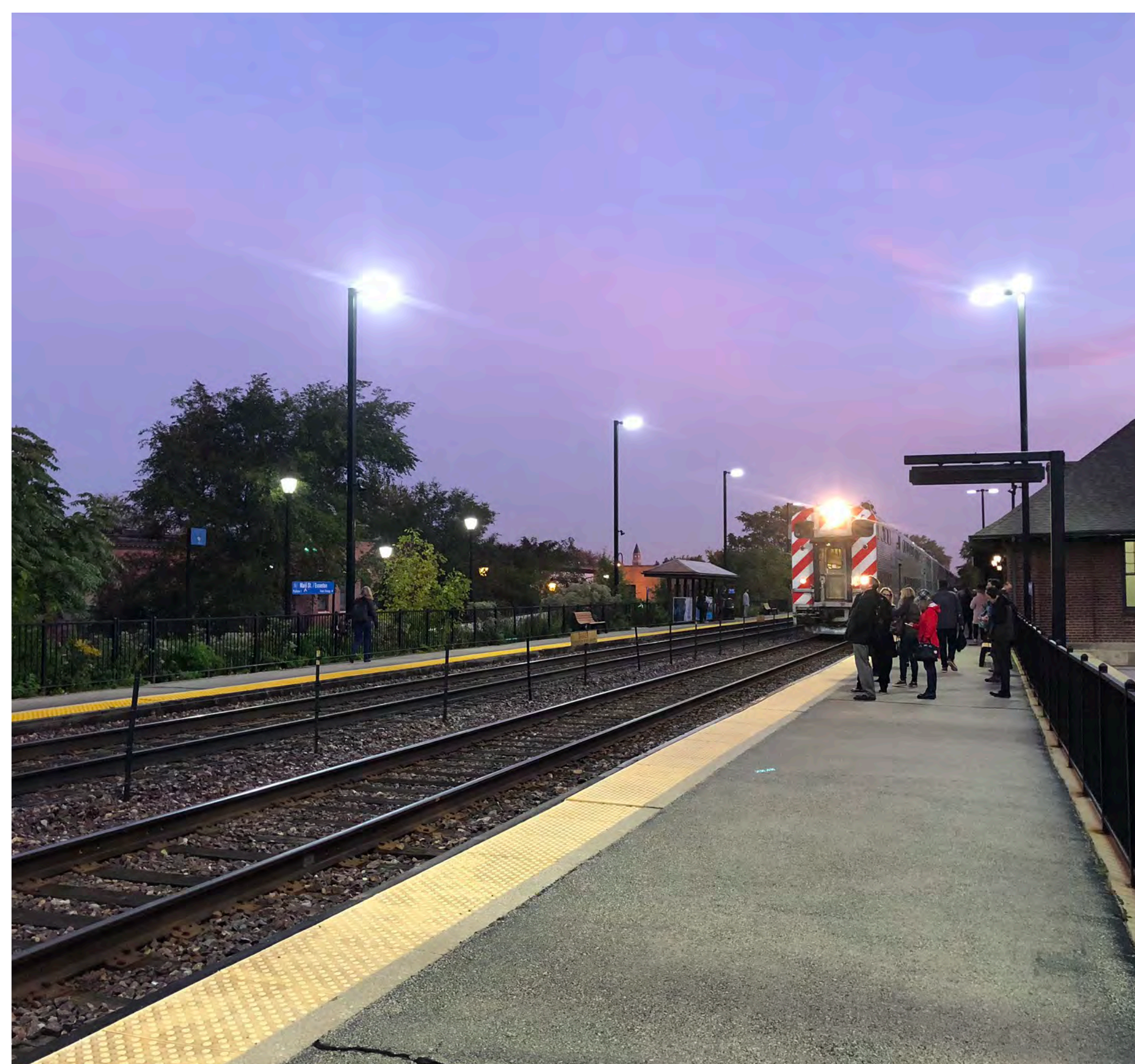
Sidewalk Connections

Mid-block Crossings and Access to Stations

Bike Channels

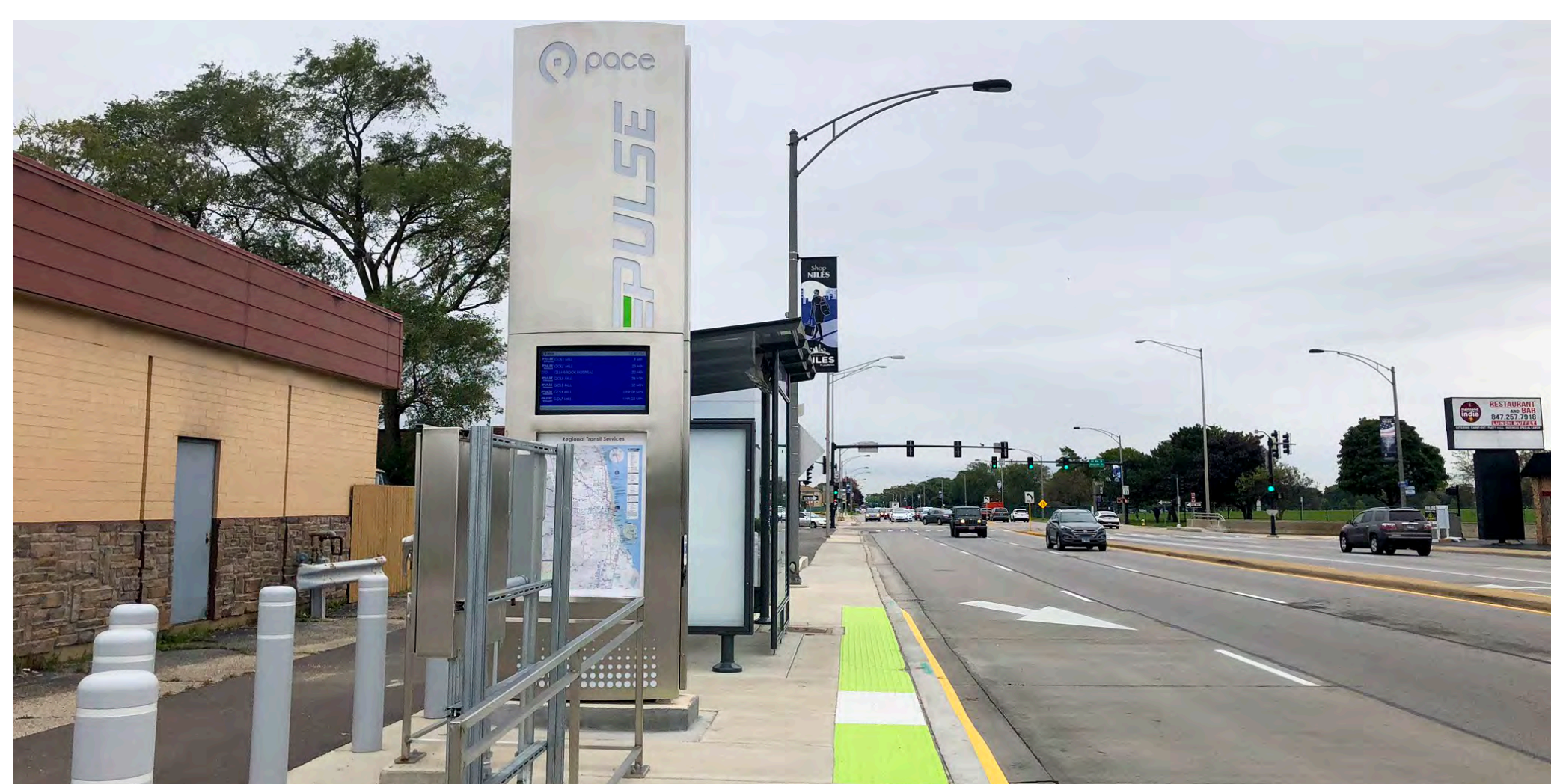
Mitigating Bus/Bike Conflicts

Bike Parking



POTENTIAL FUNDING SOURCES:

- Congestion Mitigation and Air Quality Improvement Program
- FTA Enhanced Mobility of Seniors and Individuals with Disabilities
- Highway Safety Improvement Program
- Illinois Transportation Enhancement Program
- Invest in Cook
- Illinois Motor Fuel Tax
- Surface Transportation Program
- Transportation Alternatives Program
- Regional Transportation Authority Access to Transit Program



HOW WOULD YOU SPEND

100

MULTIMODAL DOLLARS

**USE THE \$10 BILLS PROVIDED TO ALLOCATE
RESOURCES BETWEEN:**



**IMPLEMENTING THE
PRIORITY BIKE CORRIDORS**



**FILLING HIGH PRIORITY
SIDEWALK GAPS**



**IMPROVING ACCESS TO TRANSIT
FOR PEOPLE WALKING AND BIKING**