

# Implementing Active Transportation Plans: from Paper to Pavement

2026 IDOT Fall Planning Conference

September 4, 2026



# Presentation Goals

- **Share successful methodologies local governments are employing to move active transportation plans forward**
- **Hear about initial steps and potential funding sources that could be replicable for your community**



Master Bike and Active Transportation Plan

# IMPLEMENTATION PLANNING

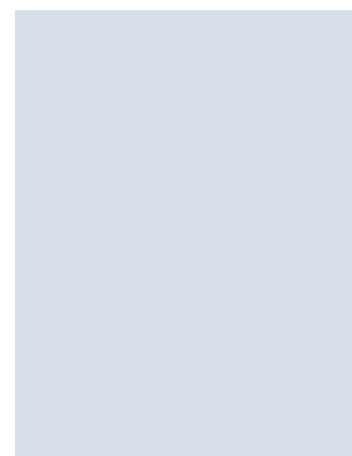
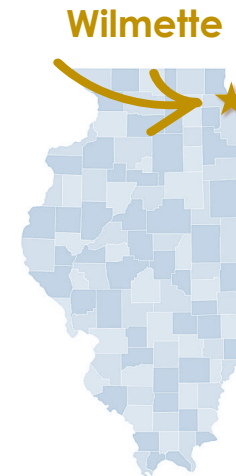
# About Wilmette



Walk Bike Wilmette

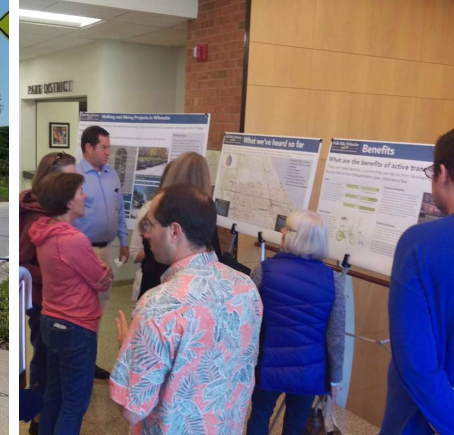
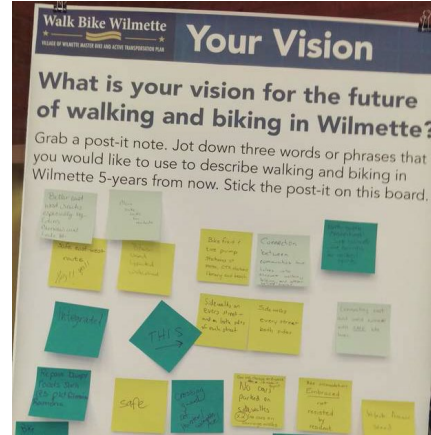


- › **Population:** 28,000
- › **Public Transportation:** Metra Train Station, CTA Rail Station – Purple Line, Pace Bus Routes
- › **Regional Trails:** Green Bay Trail, North Branch Trail
- › **Major Destinations:** Lakefront and Beaches, Downtown, Loyola Academy



# Master Bike and Active Transportation Plan

- ▶ Planning document adopted in 2021
- ▶ Robust community engagement process (virtual and in-person)
- ▶ Established an initial implementation framework



# Recommended Facility Types

## Bike Facilities

Trail



Sidepath



Bike Lanes



Advisory  
Bike Lanes



Bike  
Boulevard



FACILITY COMFORT LEVEL

Most Comfortable

Least Comfortable

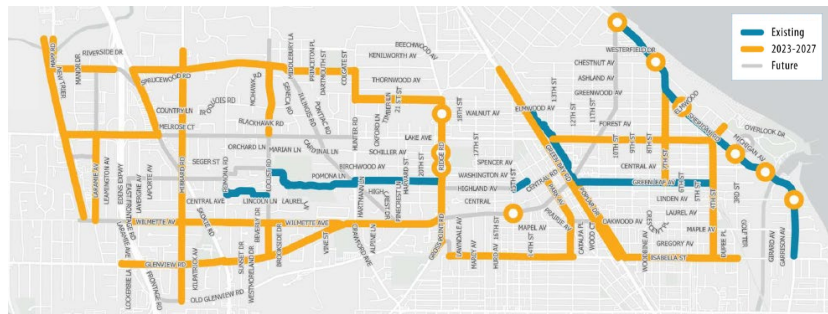


Intersection Improvements

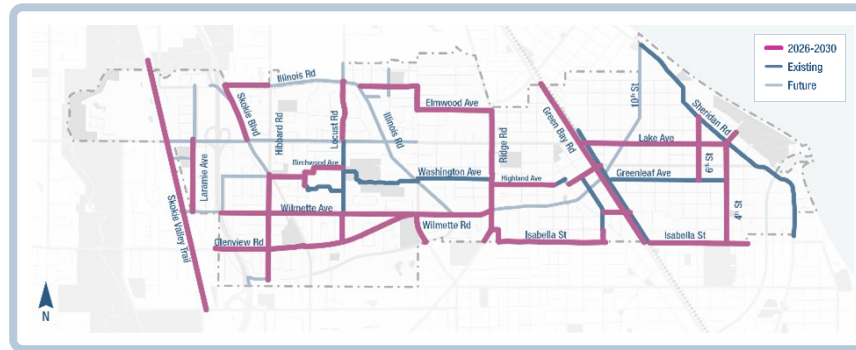
# 5-Year Annual Implementation Framework



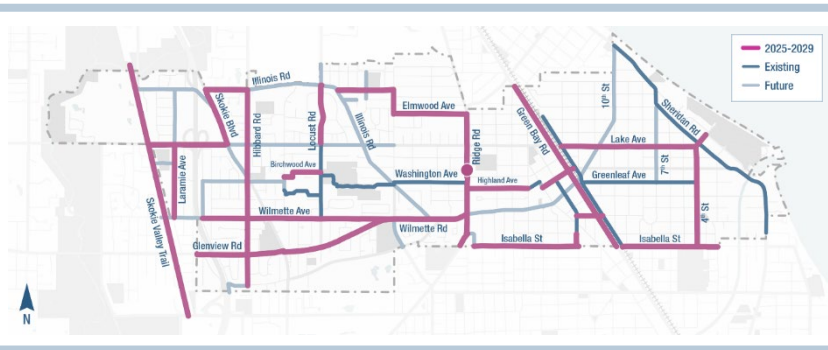
Revisit + update implementation plan annually (over a 5-year rolling period)



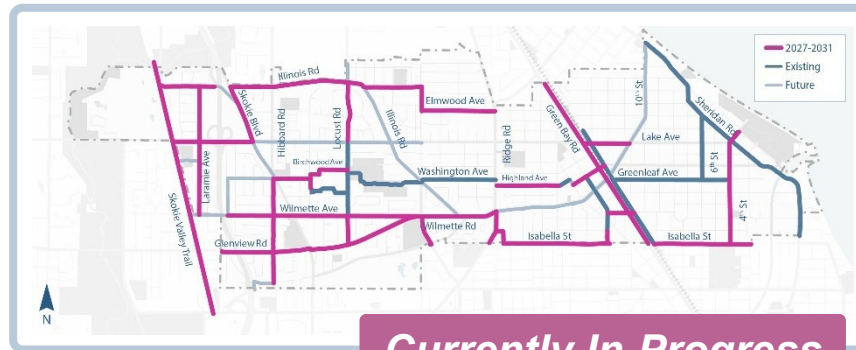
Updated 2023  
2024-2028  
Implementation  
Plan



Updated 2025  
2026-2030  
Implementation  
Plan



Updated 2024  
2025-2029  
Implementation  
Plan



Updated 2026  
2027-2031  
Implementation  
Plan

*Currently In-Progress*

# Implementation Goals

- › Create a proactive versus reactive implementation framework
- › Invest in both bike and pedestrian accommodations
- › Maximize cost and efficiency by pairing bike and pedestrian projects with other programmed capital improvement projects
- › Prioritize building connections Village-wide with the highest impact
- › Select combination of both short-term and long-term projects
- › Take advantage of current and future funding opportunities for bike and pedestrian improvements

## 1 Feasibility Studies

- › Developed for larger, more complex and expensive projects; some streets not under the Village's jurisdiction
- › Requires higher level of permitting and coordination with other agencies or municipalities
- › Construction typically dependent on grants

## 2 Design

- › Develop engineering plans
- › Right-of-way acquisition (if needed)
- › Permits and coordination with other agencies (if needed)

## 3 Construction

# Annual Update Process

STEP  
**1**

**Review  
Existing  
Network**

STEP  
**2**

**Identify  
Project  
Opportunities**

STEP  
**3**

**Establish  
Project  
Phasing by  
Year**

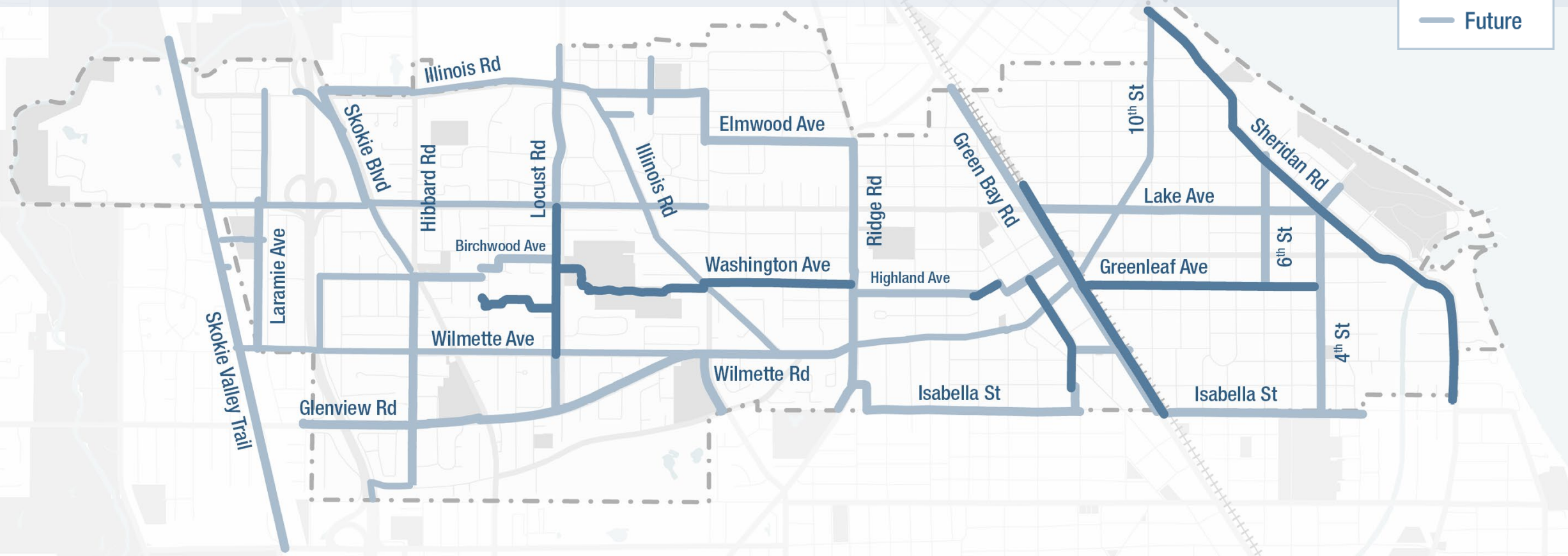
STEP  
**4**

**Village  
Discussions  
& Approvals**

*Ongoing: Monitor funding sources, capital projects, and neighboring community projects*

# Step 1: Review Existing Network

## Existing Network (or planned to be complete in 2025)

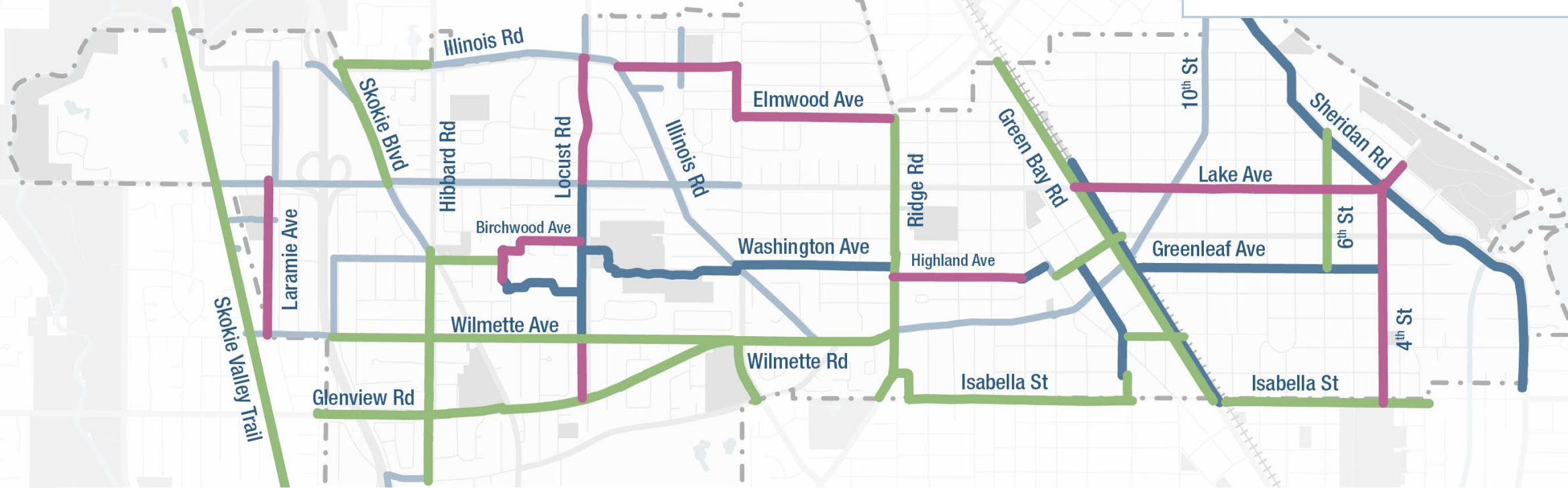


# Step 2: Identify Project Opportunities



Walk Bike Wilmette

## 2026-2030 | Opportunities



### Direct Overlap (Paired Project)

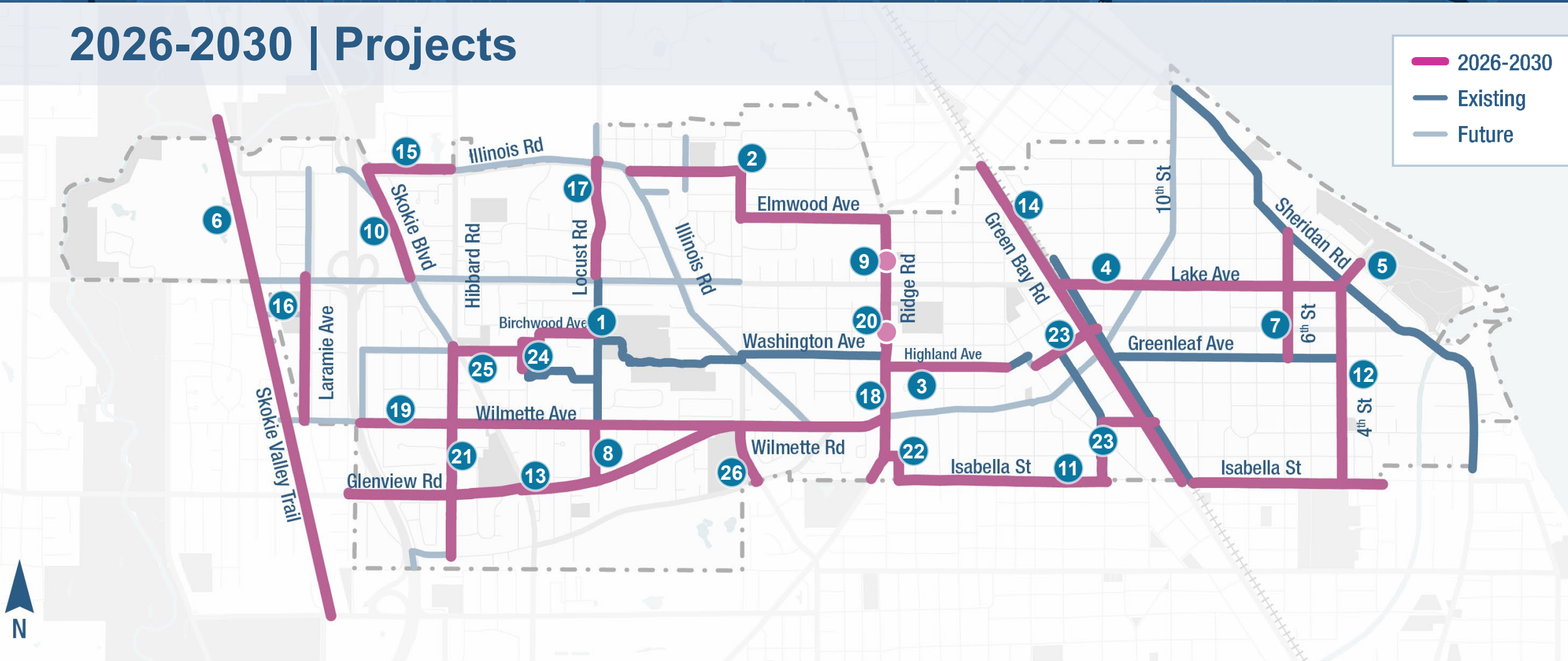
Bike/pedestrian project either partially or fully overlaps with a recent or upcoming infrastructure project.

### Recommended Project

Bike/pedestrian project does not overlap with an infrastructure project but should potentially be included in the network to fill a gap, connect to a key destination, and/or address a safety concern.

# Step 2: Identify Project Opportunities

## 2026-2030 | Projects



# Step 3: Establish Project Phasing by Year

## 2026 | Recommended Projects



| Project # | Phase | Location                                | Project Limits                            | Cost Estimate | Facility Type         | 2026 | 2027 | 2028 | 2029 | 2030 |
|-----------|-------|-----------------------------------------|-------------------------------------------|---------------|-----------------------|------|------|------|------|------|
| 1         | D     | Birchwood Ave                           | Romona Rd/Locust Rd                       | \$15,000      | Bike Boulevard        | ●    | ●    |      |      |      |
| 2         | D     | Elmwood/Hunter/Thornwood                | Illinois/Ridge                            | \$20,000      | Bike Boulevard        | ●    | ●    |      |      |      |
| 3         | D     | Highland Ave                            | Ridge/17 <sup>th</sup>                    | \$15,000      | Bike Boulevard        | ●    | ●    |      |      |      |
| 4         | D     | Lake Avenue (STP)                       | Green Bay/Sheridan                        | -             | Multiple Options      | ●    | ●    |      | ●    |      |
| 5         | D     | Lake Avenue (Gillson)                   | Sheridan/Michigan                         | \$15,000      | Bike Boulevard        | ●    | ●    |      |      |      |
| 6         | D     | Skokie Valley Trail                     | South Village Limits/North Village Limits | \$5,000       | Trail                 | ●    | ●    | ●    |      |      |
| 7         | C     | 6 <sup>th</sup> /7 <sup>th</sup> Street | Greenleaf/Sheridan                        | \$40,000      | Bike Boulevard        | ●    |      |      |      |      |
| 8         | C     | Locust Road                             | Glenview/Wilmette                         | \$5,000       | Bike Boulevard        | ●    |      |      |      |      |
| 9         | C     | Ridge Road Crosswalk Improvement        | Schiller                                  | \$65,000      | Crosswalk Improvement | ●    |      |      |      |      |
| 10        | C     | Skokie Boulevard                        | Lake/Illinois                             | \$275,000     | Sidepath              | ●    |      |      |      |      |

Total Estimated Cost for 2026 \$455,000

# Step 3: Establish Project Phasing by Year

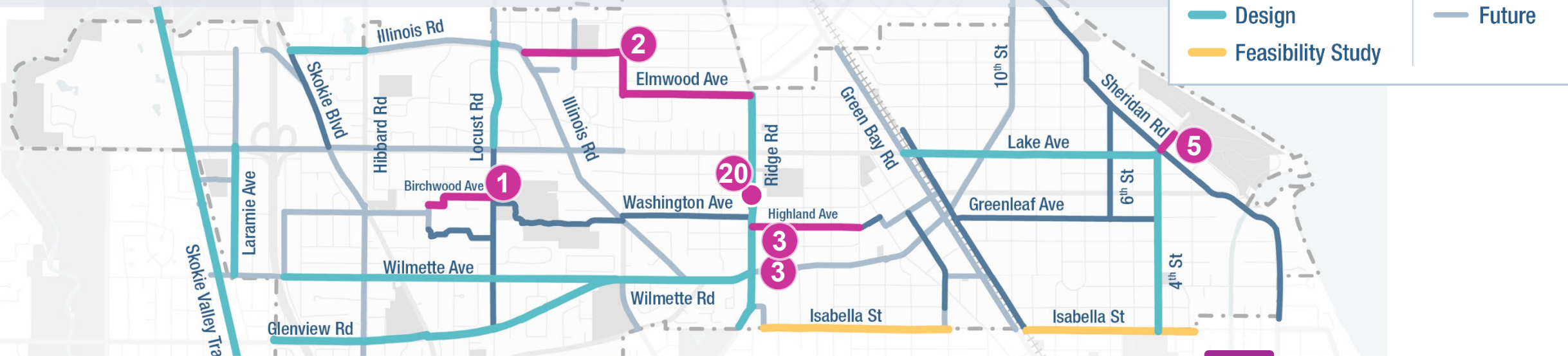
## 2027 | Recommended Projects



| Project # | Phase | Location            | Project Limits                            | Cost Estimate | Facility Type             | 2026 | 2027 | 2028 | 2029 | 2030 |
|-----------|-------|---------------------|-------------------------------------------|---------------|---------------------------|------|------|------|------|------|
| 11        | F     | Isabella Street     | McDaniel/Poplar/Sterling/Asbury           | \$20,000      | Bike Boulevard            |      |      |      |      |      |
| 4         | D     | Lake Avenue (STP)   | Green Bay/Sheridan                        | -             | Multiple Options          |      |      |      |      |      |
| 6         | D     | Skokie Valley Trail | South Village Limits/North Village Limits | \$90,000      | Trail                     |      |      |      |      |      |
| 12        | D     | 4th Street          | Isabella/Lake                             | \$15,000      | Bike Boulevard            |      |      |      |      |      |
| 13        | D     | Glenview/Wilmette   | West Village Limits/Ridge                 | \$25,500      | Bike Lanes                |      |      |      |      |      |
| 14        | D     | Green Bay Road      | South Village Limit/North Village Limit   | -             | Intersection Improvements |      |      |      |      |      |
| 15        | D     | Illinois Road       | Skokie Rd/Hibbard Rd                      | \$50,000      | Sidepath                  |      |      |      |      |      |
| 16        | D     | Laramie Avenue      | Lake/Wilmette                             | \$15,000      | Bike Boulevard            |      |      |      |      |      |
| 17        | D     | Locust Road         | Illinois/Lake                             | \$15,000      | Bike Boulevard            |      |      |      |      |      |
| 18        | D     | Ridge Rd            | South Village Limit/Elmwood               | \$3,000       | Advisory Bike Lanes       |      |      |      |      |      |
| 19        | D     | Wilmette Avenue     | Lawler/Glenview                           | -             | Bike Boulevard            |      |      |      |      |      |

# Step 3: Establish Project Phasing by Year

## 2027 | Recommended Projects



| Project # | Phase | Location                         | Project Limits         | Cost Estimate | Facility Type         | 2026 | 2027 | 2028 | 2029 | 2030 |
|-----------|-------|----------------------------------|------------------------|---------------|-----------------------|------|------|------|------|------|
| 1         | C     | Birchwood Ave                    | Romona Rd/Locust Rd    | \$20,000      | Bike Boulevard        | ●    | ●    |      |      |      |
| 2         | C     | Elmwood/Hunter/Thornwood         | Illinois/Ridge         | \$50,000      | Bike Boulevard        | ●    | ●    |      |      |      |
| 3         | C     | Highland Ave                     | Ridge/17 <sup>th</sup> | \$20,000      | Bike Boulevard        | ●    | ●    |      |      |      |
| 5         | C     | Lake Avenue (Gillson)            | Sheridan/Michigan      | \$20,000      | Bike Boulevard        | ●    | ●    |      |      |      |
| 20        | C     | Ridge Road Crosswalk Improvement | Birchwood              | \$60,000      | Crosswalk Improvement |      | ●    |      |      |      |

Total Estimated Cost for 2027 \$403,500

# Step 3: Establish Project Phasing by Year

## 2030 | Recommended Projects



| Project # | Phase | Location          | Project Limits                          | Cost Estimate | Facility Type             | 2026 | 2027 | 2028 | 2029 | 2030 |
|-----------|-------|-------------------|-----------------------------------------|---------------|---------------------------|------|------|------|------|------|
| 19        | D     | Wilmette Avenue   | Lawler/Glenview                         | -             | Bike Boulevard            |      |      |      |      |      |
| 26        | D     | Crawford Ave      | South Village Limit/Wilmette Ave        | \$20,000      | Sidepath                  |      |      |      |      |      |
| 14        | C     | Green Bay Road    | South Village Limit/North Village Limit | TBD           | Intersection Improvements |      |      |      |      |      |
| 15        | C     | Illinois Road     | Skokie Rd/Hibbard Rd                    | \$200,000     | Sidepath                  |      |      |      |      |      |
| 21        | C     | Hibbard Rd        | South Village Limit/Skokie Blvd         | -             | Multiple Options          |      |      |      |      |      |
| 24        | C     | Romona Road       | Birchwood Ave/Romona & Regina Path      | \$30,000      | Bike Boulevard            |      |      |      |      |      |
| 25        | C     | Washington Avenue | Skokie Boulevard/Romona Road            | \$65,000      | Bike Boulevard            |      |      |      |      |      |

**Total Estimated Cost for 2030 \$315,000**

# Step 3: Establish Project Phasing by Year

## 2026-2030 | Recommended Projects

Feasibility Study Design Construction

| Project # | Location                         | Project Limits                            | Facility Type             | Paired Project | 2026 | 2027 | 2028 | 2029 | 2030 |
|-----------|----------------------------------|-------------------------------------------|---------------------------|----------------|------|------|------|------|------|
| 1         | Birchwood Ave                    | Romona Rd/Locust Rd                       | Bike Boulevard            | Y              |      |      |      |      |      |
| 2         | Elmwood/ Hunter/ Thornwood       | Illinois/Ridge                            | Bike Boulevard            | Y              |      |      |      |      |      |
| 3         | Highland Ave                     | Ridge/17th                                | Bike Boulevard            | Y              |      |      |      |      |      |
| 4         | Lake Avenue (STP)                | Green Bay/Sheridan                        | Multiple Options          | Y              |      |      |      |      |      |
| 5         | Lake Avenue (Gillson)            | Sheridan/Michigan                         | Bike Boulevard            | Y              |      |      |      |      |      |
| 6         | Skokie Valley Trail              | South Village Limits/North Village Limits | Trail                     | N              |      |      |      |      |      |
| 7         | 6th / 7th Street                 | Greenleaf/Sheridan                        | Bike Boulevard            | N              |      |      |      |      |      |
| 8         | Locust Road                      | Glenview/Wilmette                         | Bike Boulevard            | Y              |      |      |      |      |      |
| 9         | Ridge Road Crosswalk Improvement | Schiller                                  | Crosswalk Improvement     | N              |      |      |      |      |      |
| 10        | Skokie Boulevard                 | Lake/Illinois                             | Sidepath                  | N              |      |      |      |      |      |
| 11        | Isabella Street                  | McDaniel/Poplar/ Sterling/Asbury          | Bike Boulevard            | N              |      |      |      |      |      |
| 12        | 4th Street                       | Isabella/ Lake                            | Bike Boulevard            | Y              |      |      |      |      |      |
| 13        | Glenview/Wilmette                | West Village Limits/ Ridge                | Bike Lanes                | N              |      |      |      |      |      |
| 14        | Green Bay Road                   | South Village Limit/ North Village Limit  | Intersection Improvements | N              |      |      |      |      |      |

# Step 3: Establish Project Phasing by Year

## 2026-2030 | Recommended Projects

Feasibility Study Design Construction

| Project # | Location                         | Project Limits                           | Facility Type         | Paired Project | 2026 | 2027 | 2028 | 2029 | 2030 |                      |
|-----------|----------------------------------|------------------------------------------|-----------------------|----------------|------|------|------|------|------|----------------------|
| 15        | Illinois Road                    | Skokie Rd/ Hibbard Rd                    | Sidepath              | N              |      |      |      |      |      | Shifted back 1 year  |
| 16        | Laramie Avenue                   | Lake/ Wilmette                           | Bike Boulevard        | Y              |      |      |      |      |      |                      |
| 17        | Locust Road                      | Illinois/ Lake                           | Bike Boulevard        | Y              |      |      |      |      |      | Shifted back 3 years |
| 18        | Ridge Rd                         | South Village Limit/ Elmwood             | Advisory Bike Lanes   | N              |      |      |      |      |      | Shifted back 1 year  |
| 19        | Wilmette Avenue                  | Lawler/ Glenview                         | Bike Boulevard        | N              |      |      |      |      |      | Shifted back 2 years |
| 20        | Ridge Road Crosswalk Improvement | Birchwood                                | Crosswalk Improvement | N              |      |      |      |      |      | Shifted back 2 years |
| 21        | Hibbard Rd                       | South Village Limit/ North Village Limit | Multiple Options      | N              |      |      |      |      |      |                      |
| 22        | Sterling Lane                    | Isabella Street/ Ridge Road              | Bike Boulevard        | N              |      |      |      |      |      | <b>NEW</b>           |
| 23        | Park/Oakwood/Central             | Multiple                                 | Bike Boulevard        | N              |      |      |      |      |      | Shifted back 1 year  |
| 24        | Romona Road                      | Birchwood Ave/ Romona and Regina Path    | Bike Boulevard        | Y              |      |      |      |      |      |                      |
| 25        | Washington Avenue                | Skokie Boulevard/ Romona Road            | Bike Boulevard        | N              |      |      |      |      |      |                      |
| 26        | Crawford Ave                     | South Village Limit/ Wilmette Ave        | Sidepath              | N              |      |      |      |      |      |                      |

# Step 4: Village Discussions & Approvals

- Present to Transportation Commission



- Program into Capital Improvement Plan (CIP)



- Present to Village Board

## Funding Sources

- › Village funds
- › Cook County
- › IDOT
- › Federal grants

# Takeaways



Walk Bike Wilmette



- › Annual review and update >> proactive versus reactive approach
- › Actively align bike and pedestrian projects as current programmed capital improvement projects and timelines evolve





Arterial Bike Network Study

# ADVANCING IDEAS BEYOND THE PLANNING STAGE

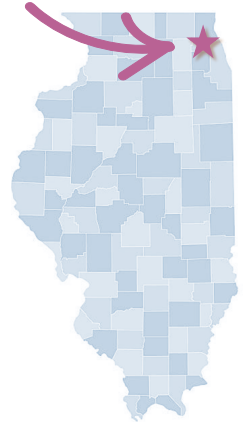
# About Mount Prospect



- › Population: 55,000
- › Metra Train Station and Pace Bus
- › Randhurst Village
- › Recent Downtown Redevelopment
- › 58% Single Family Homes
- › Existing On-Street Bike Network



Mount Prospect



# Arterial Bike Network Study

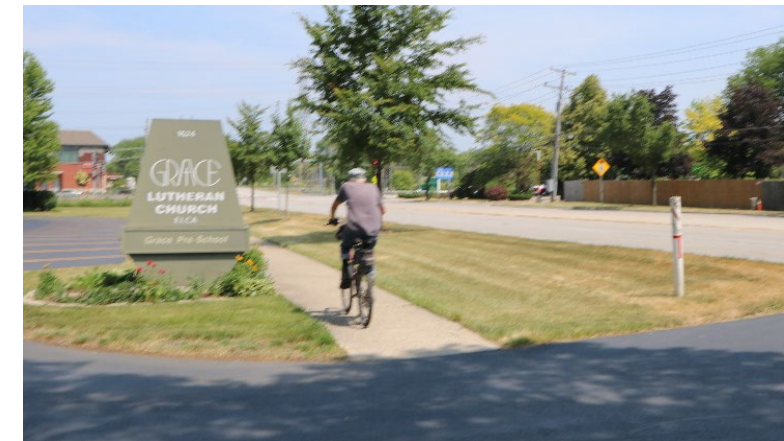


## Funding Source

- › IDOT Statewide Planning and Research (SPR)
- › Total amount: \$350,000 (80% SPR, 20% Local)

## Study Goals

- › Assess bike facility options to improve safety for bicyclists and pedestrians of all ages and abilities
- › Ensure the recommended strategy enhances resident access to key community destinations
- › Incorporate community priorities and feedback



# Study Corridors

## 18 Total Arterial Study Corridors

- **Sidepaths:** 13 corridors (22.8 mi)
- **Bike Lanes:** 2 corridors (2.2 mi)
- **Barrier Protected Cycle Track** (1.5 mi)
- **To be Determined by Future Study** (1.4 mi)
- **Not Feasible:** 2 corridors + sections of 2 corridors
- **Crossing Improvements Only:** 1 corridor

### Legend

-  Park
-  School
-  Metra Rail
-  Metra Train Station
-  Neighbor Community Bike Facility

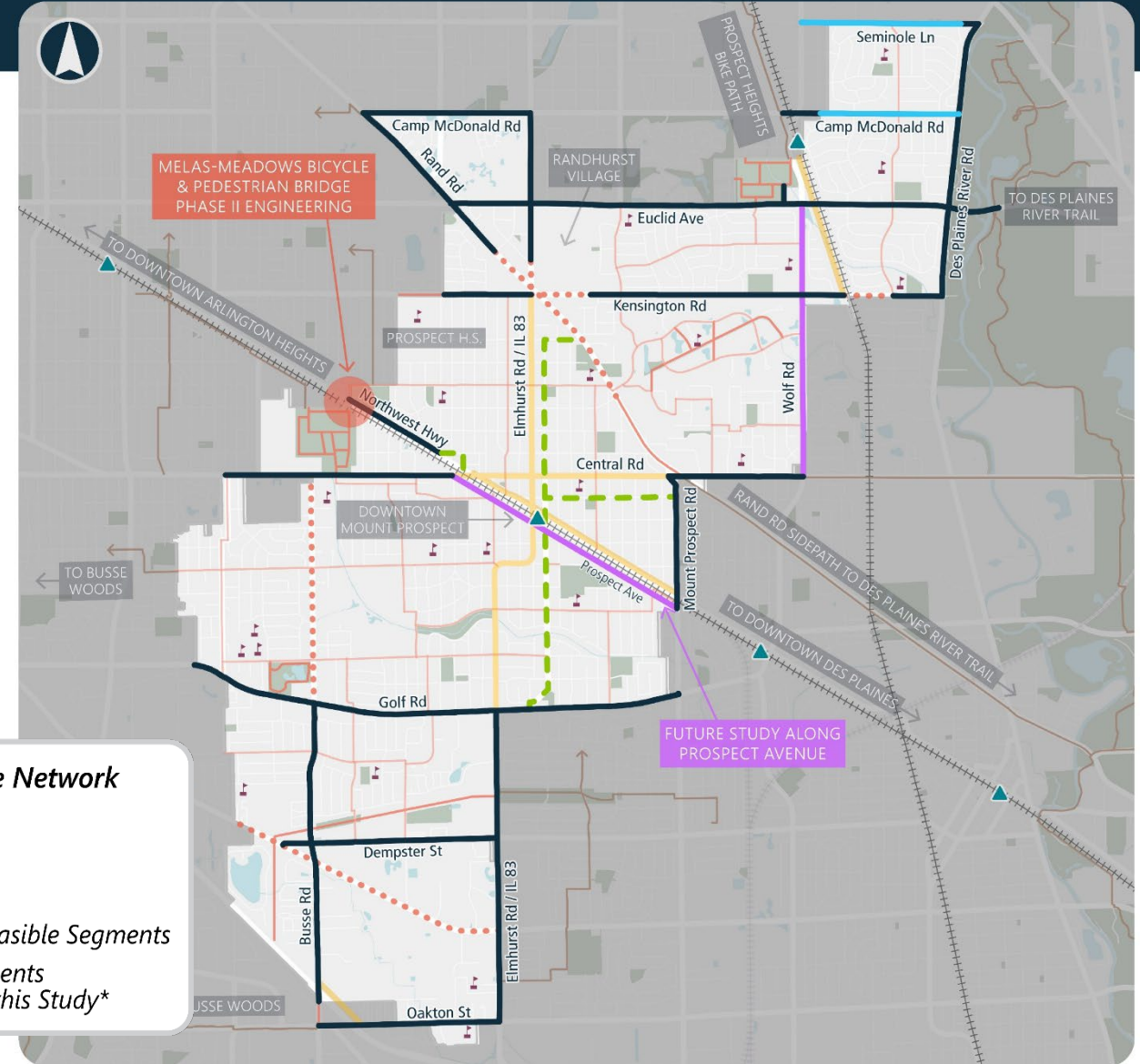
### Existing Bike Network

-  On-Street Bike Route
-  Trail / Sidepath
-  Sidepath In Design

### Recommended Arterial Bike Network

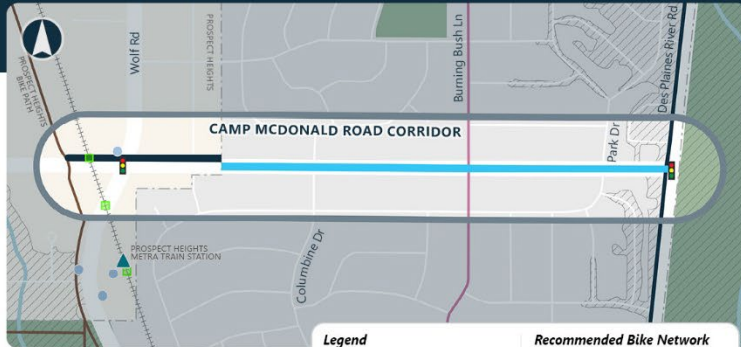
-  Bike Lanes
-  Sidepath
-  Multiple Options
-  Alternative Routes for Infeasible Segments
-  No Bike Facility Improvements Recommended as Part of this Study\*

## Arterial Bike Network Recommendation Map



# Corridor Evaluations

## 3B Camp McDonald Road | East



### Existing Conditions

#### Traffic / Roadway Conditions

- Corridor Length: 1 mile
- Jurisdiction: Cook County
- Posted Speed Limit: 35 mph
- Average Daily Traffic: 6,050 vpd (2022)
- Right-of-Way: 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.4%
- Programmed Improvements: Potential Cook County resurfacing project (~5 yrs)

#### Community Context

- Key Destinations: Robert Frost Elementary School, Aspen Trails Park
- Connectivity
  - » Local bike route on Burning Bush Ln
  - » Prospect Heights Bike Path
  - » Future sidepath on Des Plaines River Rd

#### Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

#### Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

#### Existing Bike Network

- Existing Bike Route
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking west on Camp McDonald at Mandel

## Camp McDonald Road | East 3B



Looking west on Camp McDonald at Burning Bush

### Potential Conditions

#### Corridor Recommendations

- Facility Type
    - » Bike Lanes (Des Plaines River Rd to Mandel Ln)
      - » Short Term: Bike Lanes
        - Restripe roadway to widen 3' shoulders to 5' bike lanes. Reduce travel lane widths to 10'.
      - Short segment of sidepath on either side of street between Mandel Ln and Prospect Height Bike Path.
    - » Long Term: Buffered Bike Lanes
      - Widen the existing roadway by 4' to 6' to include 5' wide bike lanes with 2' buffers and 10' wide travel lanes. Short segment of sidepath on either side of street between Mandel Ln and Prospect Height Bike Path.
  - » Sidepath (Mandel Ln to Prospect Heights Bike Path)
    - » Located on north side of street
- Alternatives Considered
  - » A sidepath along the entire corridor is geometrically feasible but would result in significant impact to parkway trees and cross a large number of residential driveways.
- Estimated Project Cost: \$1,790,000 (short term)

#### Potential Impacts

- Trees Removals: None
- Right-of-Way Required: None
- ComEd Conflicts: Minimal

#### Major Street Crossings

\*All intersections will include ADA improvements\*

- Rand Road - add north and south leg crosswalks and install accessible pedestrian signals
- Des Plaines River Road - install countdown and accessible pedestrian signals at west leg crosswalk

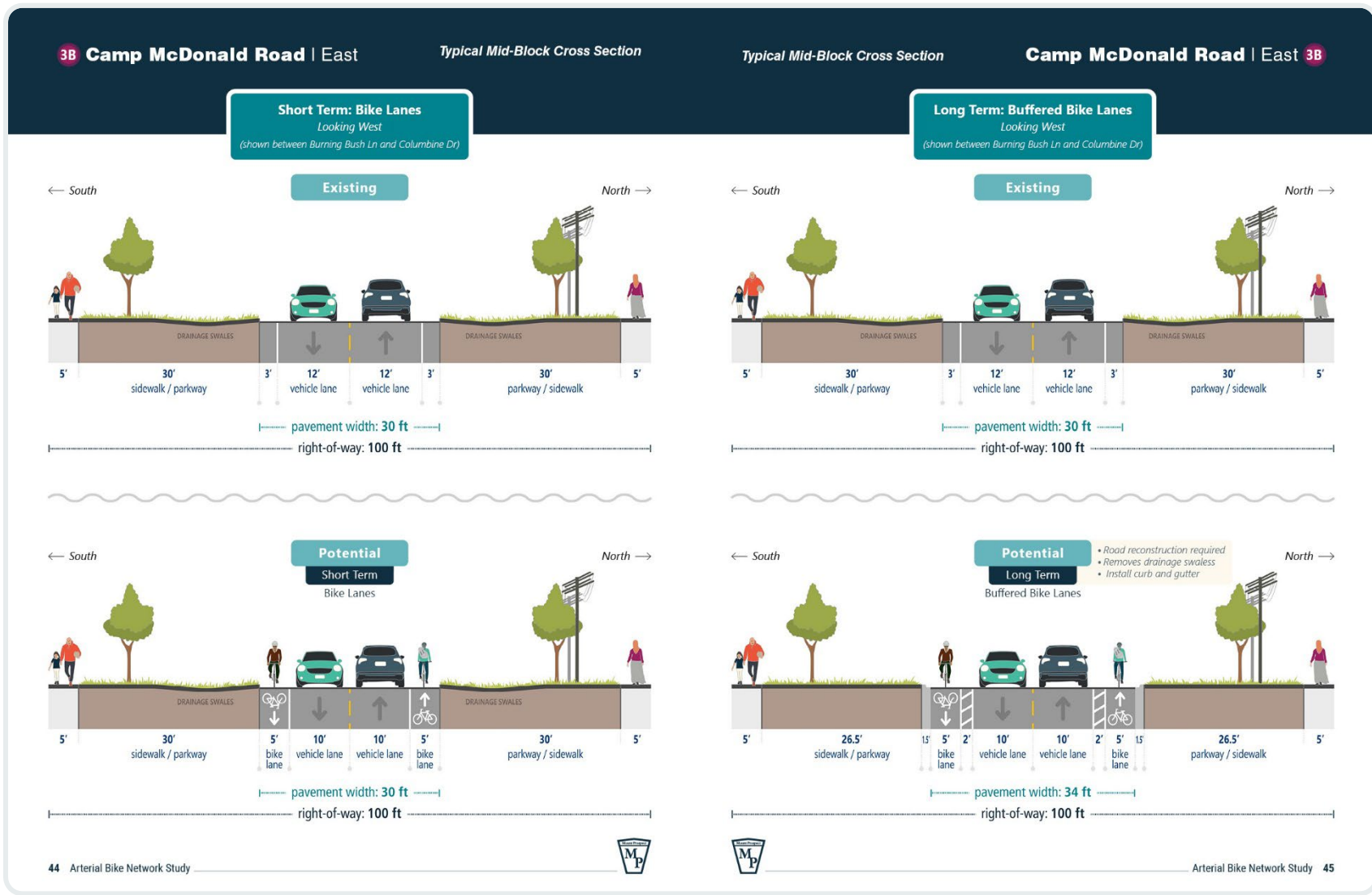
#### Additional Considerations

- If bike lanes are installed, lower speed limit from 35 mph to 30 mph.
- Coordination with Prospect Heights is required to extend bike facilities west to Prospect Heights Bike Path.
- Coordination with CN railroad is required for sidepath connection across at-grade crossing east of Prospect Heights Bike Path.

## Corridor Profiles

- Characteristics
- Recommendations
- Considerations

# Corridor Evaluations

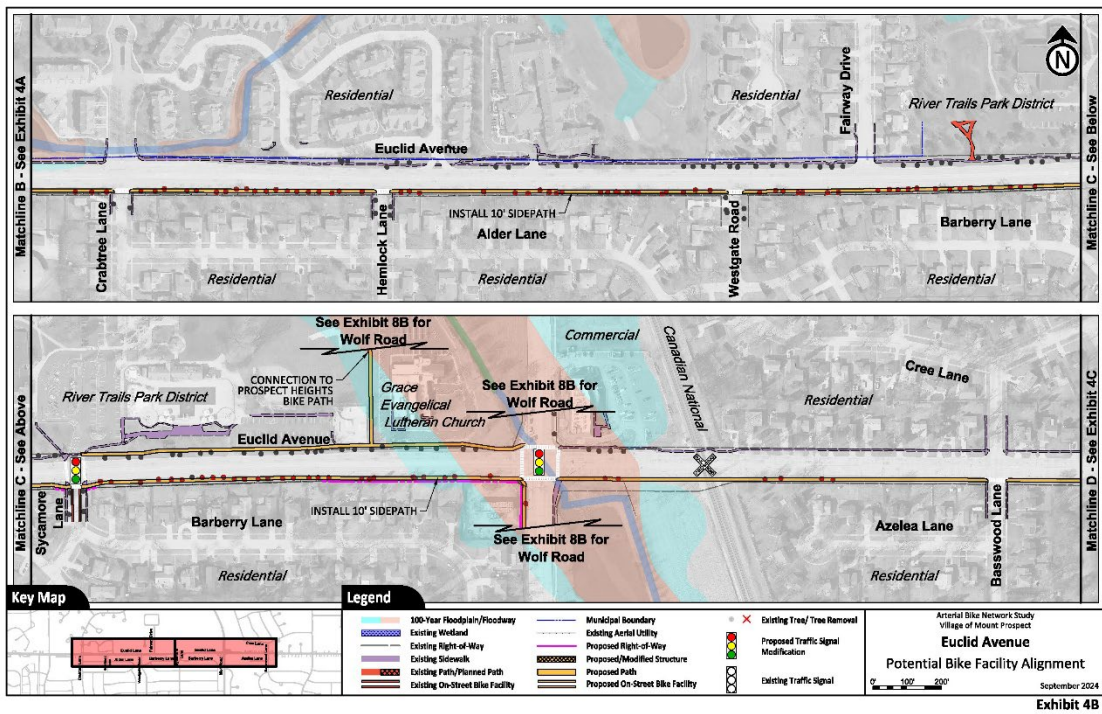


## Cross Sections



# Corridor Evaluations

## 200'-Scale Plans



# Corridor Evaluations

3B Camp McDonald Road | East

Corridor Visualization

Corridor Visualization

Camp McDonald Road | East 3B

Short Term: Bike Lanes  
Looking West  
(shown at Burning Bush Ln)

Existing



Potential  
Short Term  
Bike Lanes

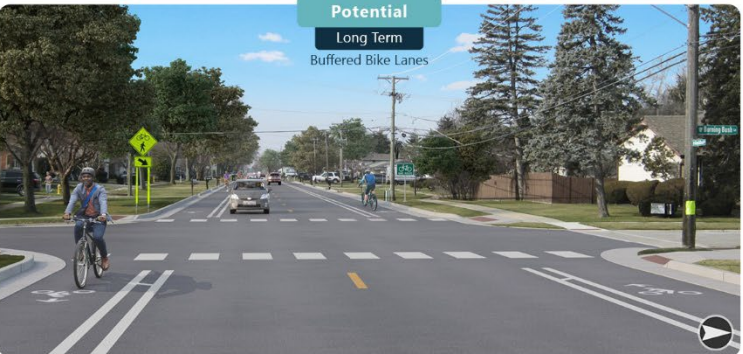


Long Term: Buffered Bike Lanes  
Looking West  
(shown at Burning Bush Ln)

Existing



Potential  
Long Term  
Buffered Bike Lanes



46 Arterial Bike Network Study

MP

MP

Arterial Bike Network Study 47

## Visualizations

# Corridor Phasing

## Implementation Framework for each Corridor

- Assigned a **Near-, Medium-, or Long-Term Priority** based on evaluation criteria
- Provided **engineering cost estimates**
- Identified **funding sources**

### Legend

-  Park
-  School
-  Metra Rail
-  Metra Train Station
-  Neighbor Community Bike Facility

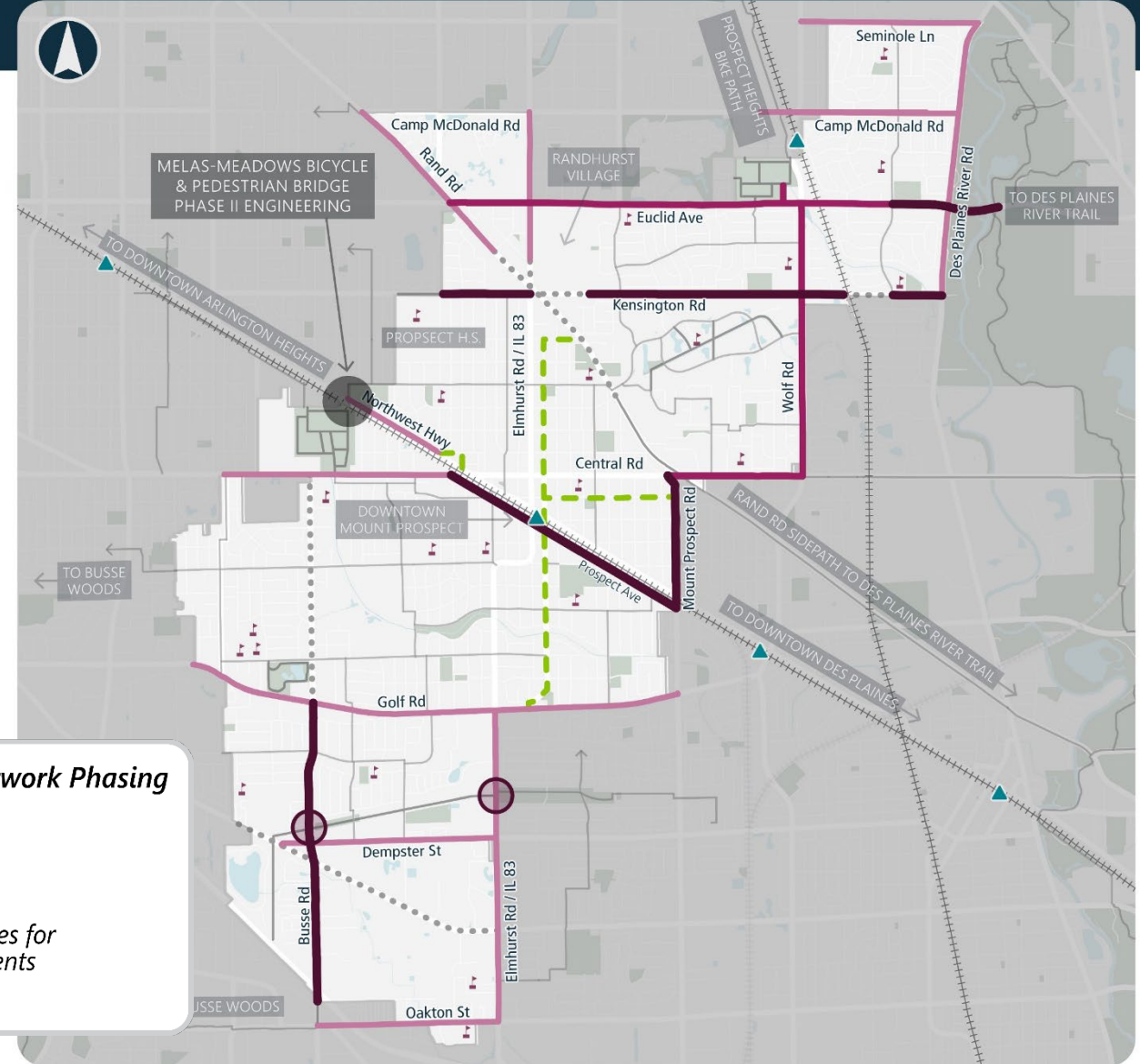
### Existing Bike Network

-  Trail / Sidepath
-  On-Street Bike Route
-  Sidepath In Design

### Recommended Network Phasing

-  Short Term
-  Medium Term
-  Long Term
-  Alternative Routes for Infeasible Segments

## Arterial Bike Network Phasing Map



# Benefits of Cross Study Collaboration

## Opportunities to Concurrently...

- › Streamline data collection process
- › Develop a comprehensive, connected transportation network
- › Integrate community and input activities and findings across studies
- › Enhance grant funding possibilities

Existing



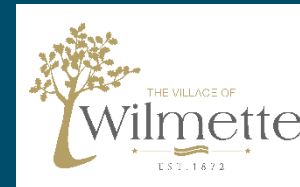
Potential



# Thank You!



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