

CONNECTIVITY AND MOBILITY

TRANSPORTATION SYSTEM ASSESSMENT

The Village of Niles is located between three interstate highways (90, 94 and 294) and is traversed by one U.S. State route, three Illinois State routes, and several other IDOT and Cook County roadways. While Village residents and business owners benefit from having excellent automobile access within the community and to the greater Chicago region, it also leads to high volumes of through traffic, auto-centric commuting patterns, and significant barriers to pedestrian and bicycle travel.

The Village is also located between two Metra commuter rail lines but does not currently have a train station within the municipal limits. Nevertheless, the Village has worked towards broadening its transportation infrastructure into a more multimodal system with an extensive public transit network via Pace and the CTA that provides feeder bus routes to the Metra and CTA rapid transit system, including the regions first Pace PULSE arterial rapid transit line along Milwaukee Avenue, and free circulator bus routes. In addition, the Village is exploring the feasibility of building a train station within the Village and a bicycle system that extends throughout the Village. These investments have brought economic development to the Village and have enhanced the quality of life for its residents.

In planning for the Village's next 20 years, the Village will want to capitalize on opportunities to address remaining deficiencies in the transportation system, and better integrate the various modal components of the system, in an effort to support its commercial and residential base and achieve its environmental goals for sustainability.

The transportation plan will focus on strategic improvements to the transportation system that capitalize on reducing congestion in the Village's commercial corridors, enhancing its public transit assets to increase ridership and expand services, incorporate sustainable options and new technologies, complete the bicycle network, close remaining gaps in the pedestrian system, and improve pedestrian safety at the major roadway crossings.

The plan that will be built from this assessment of existing transportation conditions will consider input received during the community outreach process. The plan will also incorporate regional improvements planned or programmed by the Illinois Department of Transportation (IDOT), Cook County Department of Transportation and Highways, CMAP, Metra, Pace, and the CTA, as well as local plans of the Village of Niles. The plan will also align with the existing and planned transportation infrastructure in the Village's neighboring communities of Chicago, Des Plaines, Glenview, Morton Grove, Park Ridge, and Skokie.



Pace PULSE Arterial Rapid Transit Line on Milwaukee Avenue

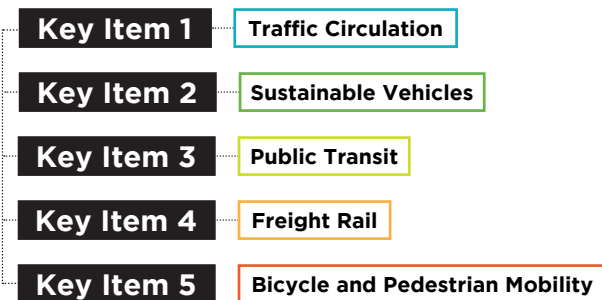
PAST PLANS AND STUDIES

The Village has a number of plans and studies that have been completed in the past several years related to transportation planning. The following plans and studies were reviewed in the assessment of the Village's existing transportation system.

- Village of Niles **2030 Comprehensive Plan Update** (2011)
- Village of Niles **Milwaukee Avenue Plan** (2006)
- Village of Niles **South Milwaukee Avenue Corridor Plan** (2016)
- Village of Niles **Touhy Triangle Master Plan** (2015)
- Village of Niles **Metra Station Feasibility Study** (2019)
- Village of Niles **Complete Streets Policy** (2020)
- Village of Niles **Bicycle and Pedestrian Plan** (2014)
- CMAP **On To 2050 Comprehensive Regional Plan** (2018)
- Cook County Dept. of Transportation and Highways **FY 2019-2024 Proposed Transportation Improvement Program**
- **Connecting Cook County 2040 Long Range Transportation Plan** (2016)
- IDOT **FY 2021-2026 Proposed Highway Improvement Program**
- IDOT **SRA Studies** for US 14, IL 21, IL 43, IL 58, and Touhy Avenue (1993-1997)
- Pace **Arterial Rapid Transit (ART) Study** (2009)
- **Northwest Municipal Conference Multimodal Transportation Plan** (2020)

KEY TRANSPORTATION FINDINGS, ISSUES AND OPPORTUNITIES

The following summarizes the key findings from the existing transportation system assessment, along with significant issues and potential opportunities for improvement. The findings have been organized into five categories including:



This summary is based on field reconnaissance, visual assessments, and a review of the past plans and studies. Moving forward in the planning process, these findings will help to shape and inform the community's vision, goals and objectives, and the ultimate transportation recommendations and strategies of the Comprehensive Plan.



Cyclists on a Bike Trail in the Village of Niles, Illinois

TRAFFIC CIRCULATION

KEY OBSERVATIONS

The Village benefits from proximate access to the regional freeway system via two interchanges with I-94 (Dempster Street, Touhy Avenue) one- to two miles east of the Village, three interchanges with I-294 (Golf Road, Dempster Street, Touhy Avenue) one- to three miles west of the Village, and four interchanges with I-90 (Cumberland Avenue, Harlem Avenue, Nagle Avenue, Central Avenue) just over one mile south of the Village.

The arterial roadways in the Village are all governed by IDOT or Cook County which requires regular intergovernmental cooperation with the Village. The Village has street maintenance and drainage maintenance agreements with IDOT on the IDOT-governed roadways. All of the major arterial roadways in the Village (Caldwell Avenue, Golf Road, Harlem Avenue, Milwaukee Avenue, Touhy Avenue, Waukegan Road) are designated by IDOT as Strategic Regional Arterials (SRA) and correspondingly carry high volumes of traffic. SRA's have more stringent access control and traffic signal spacing requirements.

The Village's arterial and collector roadway network generally provides good continuity through the Village, seamless connections with the adjoining communities, efficient linkages between local neighborhoods and commercial corridors, and direct access to the regional freeway system to the east, west and south. Several roadways in the Village function as collector roads but are currently classified by IDOT as local roads. If determined to be warranted, the Village should consider petitioning IDOT to change the classification of these roadways to match the Village's classification, which would make them eligible for federal-aid funding.

The north branch of the Chicago River and the Metra Milwaukee District rail line create barriers to east-west travel on the east side of the Village which are only penetrated by the arterial and major collector roadways.

There are 67 traffic signal-controlled intersections in the Village, all located along arterial or major collector roadways under IDOT or Cook County control with the exception of the Ballard Road/Cumberland Avenue and Howard Street/Croname Road intersections which are controlled by the Village.

The traffic signals are maintained by either IDOT, Cook County or the Village of Niles. Traffic signal control may be warranted in the future at Milwaukee Avenue/Monroe Street, Milwaukee Avenue/Ebinger Road, Milwaukee Avenue/Jonquil Terrace, Milwaukee Avenue/Greenleaf Street, Waukegan Road/Shermer Road, Waukegan Road/Cleveland Street, Harlem Avenue/Greenleaf Street, Oakton Street/Washington Street, Oakton Street/Ozark Avenue, Dempster Street/Olcott Avenue, Dempster Street/Oriole Avenue, Greenwood Avenue/Park Lane, Caldwell Avenue/Cleveland Street, and Howard Street/North Branch Trail if traffic volume warrants (1, 2 or 3) or pedestrian volume warrants (4 or 5) are satisfied. If signalization is not warranted at these intersections, other pedestrian safety measures could be explored.

There are a couple of intersections in the Village with challenging skewed alignments that could be corrected for improved safety including Milwaukee Avenue/Waukegan Road, Milwaukee Avenue/Ballard Road, and Waukegan Road/Shermer Road. The S-curve alignment of Caldwell Avenue between Waukegan Road and Howard Street creates sight distance concerns which accentuates the need for left-turn lanes at major destinations and pedestrian/bicycle crossing locations.

While IDOT has planned for the widening of Golf Road and segments of Milwaukee Avenue for many years, these improvements are currently not programmed in their FY 2020-2025 Highway Improvement Program.

ROADWAY NETWORK

Roadway Jurisdiction

The arterial roadways serving the Village of Niles are all under State or County jurisdiction, which limits the ability of the Village to unilaterally make improvements, control access or unify street character. The Illinois Department of Transportation (IDOT) controls Caldwell Avenue (US 14), Dempster Street (US 14), Golf Road (IL 58), Harlem Avenue (IL 43), Harts Road, Lehigh Avenue, Milwaukee Avenue (IL 21), Oakton Street, Touhy Avenue, Waukegan Road (IL 43), and parts of Gross Point Road and Howard Street. The Cook County Department of Transportation and Highways (CCDTH) controls Greenwood Avenue. Most of the collector roads and local roads are under Village jurisdiction, but a few are under the jurisdiction of IDOT or Maine Township, such as Harts Road, Lehigh Avenue, and parts of Ballard Road, Gross Point Road, Howard Street, and Western Avenue. The Village will need to maintain close coordination with IDOT and Cook County in order to accomplish the goals and objectives of the Comprehensive Plan that will result in a well-balanced transportation system. *(Refer to Map 5.1)*

Functional Classification

Roadways have two basic functions: to provide mobility and to provide land access. For planning and design purposes, roadways are classified in a hierarchical structure by function to define their role in the transportation system and their eligibility for certain types of federal transportation funds. Four general functional classifications are typically used, including freeways, arterials, collectors and local roads. Arterials and collectors are commonly subdivided into major and minor designations based on location, service function and design features (i.e., right-of-way, road capacity, continuity within system, speed limits, parking controls, traffic signal spacing, etc.). Each roadway classification serves as a collecting/distributing facility for the next higher classification in the system. The following summarizes the roadway functional classification system serving the Village of Niles and describes these thoroughfares based on their context and design features. *(Refer to Map 5.2)*

Median landscaping opportunities are evident along Milwaukee Avenue, Dempster Street, Touhy Avenue, Greenwood Avenue, Golf Road, Oakton Street, and Harlem Avenue.

Golf Road, Milwaukee Avenue, Touhy Avenue, Dempster Street, Harlem Avenue, Oakton Street, and Howard Street experience congestion during peak periods as they carry traffic volumes that exceed or are approaching the efficient operating capacity of the roadway.

Programmed roadway improvements by IDOT will improve surface quality, ADA compliance, and/or lighting along segments of Harlem Avenue, Touhy Avenue, Waukegan Road, Ballard Road, and Lehigh Avenue.

The Village is pursuing congestion mitigation improvements on Touhy Avenue between Caldwell Avenue and Milwaukee Avenue which will result in a continuous five-lane cross-section throughout the Village.



Dempster Street (Facing west)

Freeways

Freeways provide the highest degree of mobility, with access limited to grade-separated interchanges to preserve capacity for high volumes of traffic and high travel speeds. The nearest freeways to the Village of Niles are Interstate 94 (Edens Expressway), Interstate 294 (Tri-State Tollway) and Interstate 90 (Kennedy Expressway). Interstate 94 is accessed from Dempster Street and Touhy Avenue in Skokie approximately one- to two-miles east of the Village. Interstate I-294 is accessed from Golf Road, Dempster Street and Touhy Avenue in Des Plaines approximately one- to three miles west of the Village. Interstate 90 is accessed from Cumberland Avenue, Harlem Avenue, Nagle Avenue and Central Avenue in Chicago approximately one and one-quarter miles south of the Village.

Major Arterials

Major arterials provide a high degree of mobility and function as the primary travel routes through urban areas. These roadways are continuous and serve the broader region, connecting the freeway system with the local system of minor arterials and collector roads, as well as the major activity centers within a community. Major arterials are higher capacity facilities that carry high volumes of traffic and require more stringent access controls and traffic signal spacing.

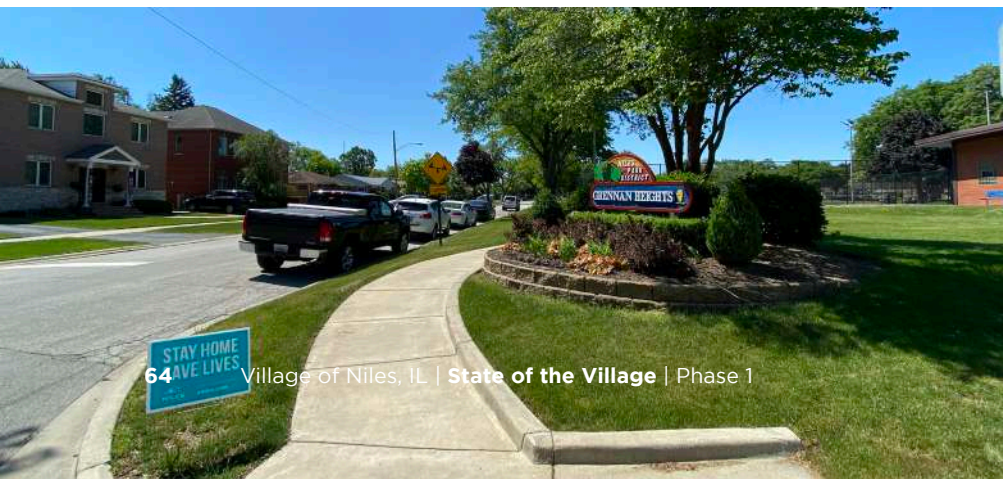
In the Chicago metropolitan area, IDOT has established a 1,500-mile network of the most important major arterials into the Strategic Regional Arterial (SRA) system. This system is intended to supplement the freeway system by accommodating a significant portion of the long-distance, high volume automobile and commercial vehicle traffic in the region. In Niles there are six major arterials, including Caldwell Avenue, Golf Road, Harlem Avenue (south of Oakton Street), Milwaukee Avenue, Touhy Avenue, and Waukegan Road (north of Oakton Street), all of which are part of the SRA system. The segment of Oakton Street between Harlem Avenue and Waukegan Road, which is a segment of the IL 43 routing, is also part of the SRA system.

The major arterials in the Village are generally four- or five-lane roadways with a center median accommodating left-turn movements at intersections although segments of Milwaukee Avenue (Greenwood Ave-Golf Mill shopping center, Dempster Street) and Golf Road (Greenwood Drive-Four Flaggs shopping center) are six-lane roadways. The major arterials carry traffic volumes ranging from 10,700 to 42,900 vehicles per day (vpd). Parking is generally not permitted on the major arterials but is allowed on some segments of Golf Road, Harlem Avenue, Milwaukee Avenue, and Waukegan Road with residential frontage.

Minor Arterials

Minor arterials augment the major arterials by accommodating somewhat shorter trips to and from residential neighborhoods, commercial areas, employment centers and recreational activity areas at the community level. As such, operating speeds and road capacity may be less than that of the major arterials, with less stringent controls on property access. Minor arterials in Niles include Dempster Street, Greenwood Avenue, Harlem Avenue (north of Oakton Street), and Oakton Street.

The minor arterials in the Village are generally four- or five-lane roadways with a center median accommodating left-turn movements at intersections, although Dempster Street is a six-lane roadway from Waukegan Road through its grade-separated interchange with Milwaukee Avenue and Oakton Street is widens at its intersection with Waukegan Road. The minor arterials carry traffic volumes ranging from 11,700 to 44,900 vpd and parking is permitted along some segments of the roadways with residential frontage.



Collectors

The collector system is designed to support the arterial network. Collector roads consist of medium-capacity, medium volume roads that have limited continuity and serve to distribute traffic between the higher-level arterials and the lower-level local roads. Collectors typically operate with lower speeds than arterials and provide some direct land access but to a more limited degree than local roads.

Major collectors in Niles include Ballard Road, Cumberland Avenue (south of Dempster Street), Harts Road, Gross Point Road, Howard Street, Lehigh Avenue, Shermer Road, Washington Street, and Waukegan Road (south of Oakton Street). Minor collectors include Central Avenue, Church Street, Maryland Street, Cumberland Avenue (north of Dempster Street), Main Street, Oketo Avenue, Oriole Avenue, and Western Avenue.

The collectors are generally two- or three-lane roadways with parking permitted on one or both sides of the roadway and left-turn lanes at major intersections, although Waukegan Road and segments of Howard Street (Milwaukee Ave-Menard Dr) are four- or five-lane roadways. The major collectors carry traffic volumes ranging from 2,700 to 18,300 vehicles per day. Traffic volume data was not available on the minor collectors.

Local Roads

Local roads provide direct access to private property and are accessed from arterial and collector roads. Trip lengths on local roads are typically short and volumes and speeds are typically low. All remaining roadways in Niles not mentioned above are classified as local roads and are generally two-lane roadways. Parking is typically permitted on one or both sides of the local roads.



Traveling west on West Touhy Avenue

Potential Changes in Road Classification

All roadway classifications within Niles with the exception of local roads are eligible for federal-aid funding, although some bicycle and pedestrian projects on local roads may be eligible as well. The functions that these roadways play in the Niles transportation system may have changed over time from when the original roadway classification was established based on development pattern changes, roadway improvements, traffic volumes, and population growth.

The Chicago Metropolitan Agency for Planning recommends that the functional classification system be reviewed every decennial census and that proposed revisions be submitted for approval. The process for requesting revisions requires coordination with the Northwest Council of Mayors and IDOT. Revisions must be warranted based on changes in the functional characteristics of the roadway and cannot be solely based on enhancing federal funding eligibility.



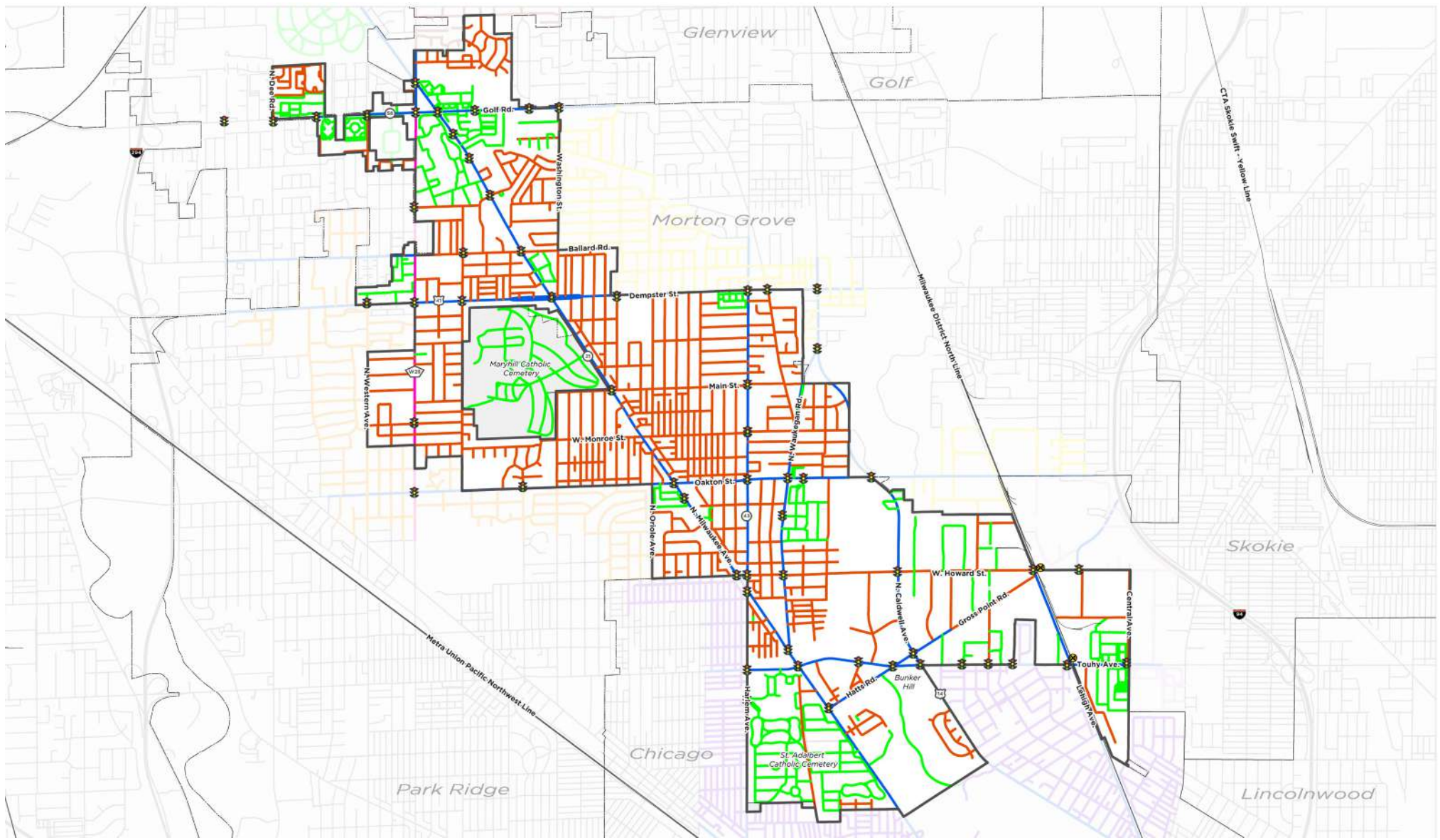
Intersection of West Touhy Avenue and North Milwaukee Avenue (Facing Northwest)

The following roadways are considered by the Village to function as major or minor collector roads but are currently classified by IDOT as local roads. If determined to be warranted, the Village should consider petitioning IDOT to change the classification of these roadways to match the Village's classification, which would also make these roadways eligible for federal-aid funding.

- Maryland Avenue/Church Street (Milwaukee Ave-Greenwood Ave)
- Main Street (Waukegan Rd-Washington St)
- Washington Street (Main St-Oakton St)
- Melvina Avenue (Touhy Ave-Gross Point Rd)
- Central Avenue (Touhy Ave-Howard St)
- Cumberland Avenue (Dempster St-Church St)
- Oketo Avenue (Oakton St-Dempster St)
- Western Avenue (Golf Rd-Ballard Rd; Dempster St-Oakton St)
- Ballard Road (Washington St-Milwaukee Ave)
- Oriole Avenue (Oakton St-Howard St)

The following roadways are considered by the Village to function as minor collector roads but are currently classified by the Village and IDOT as local roads. If determined to be warranted, the Village should consider changing the classification of these roadways and petitioning IDOT to change their classification as well, which would then also make these roadways eligible for federal-aid funding.

- Main Street (Waukegan Rd-Caldwell Ave)
- Monroe Street (Washington St-Cumberland Ave)
- Oriole Avenue (Main St-Dempster St)



MAP 5.1: ROADWAY JURISDICTION



Legend

Roadway Ownership	
— Village of Niles	— City of Park Ridge
— Private	— Village of Glenview
— IDOT	— Village of Morton Grove
— Cook County IDOT	— Village of Skokie

TABLE 5.1: ROADWAY FUNCTIONAL CLASSIFICATION, JURISDICTION AND TRAFFIC VOLUME

Functional Classification	Roadway	Jurisdiction	AADT*
Freeways	Edens Expressway (I-94)	IDOT	134,300-152,600
	Kennedy Expressway (I-90)	IDOT	146,400-188,200
	Tri-State Tollway (I-294)	ISTHA**	144,300-174,000
Major Arterials	Caldwell Avenue (US 14)	IDOT	13,600-17,200
	Golf Road (IL 58)	IDOT	38,100-42,900
	Harlem Avenue (IL 43, S of Oakton)	IDOT	16,700-26,500
	Milwaukee Avenue (IL 21)	IDOT	23,600-35,900
	Touhy Avenue	IDOT	25,600-30,400
	Waukegan Road (IL 43, N of Oakton)	IDOT	10,700-14,200
	Dempster Street (US 14)	IDOT	33,900-44,900
	Greenwood Avenue	Cook County	17,800-19,200
Minor Arterials	Harlem Avenue (N of Oakton)	IDOT	11,700-12,700
	Oakton Street	IDOT	26,700-34,100
Major Collectors	Ballard Road	IDOT, Village, Maine Twp	14,000
	Cumberland Avenue (S of Dempster)	Village	2,700
	Harts Road/Gross Point Road	IDOT, Village	6,150
	Howard Street	IDOT, Village	6,100-18,300
	Lehigh Avenue	IDOT	4,300-7,600
	Shermer Road	Village	7,250
	Washington Street	Village	5,550
	Waukegan Road (S of Oakton)	IDOT	8,350
Minor Collectors	Central Avenue	Village	N/A
	Church Street/Maryland Street	Village	N/A
	Cumberland Avenue (N of Dempster)	Village	N/A
	Main Street	Village	N/A
	Melvina Avenue	Village	N/A
	Oketo Avenue	Village	N/A
	Oriole Avenue	Village	N/A
	Western Avenue	Village, Main Twp	N/A
Local Roads	All other roadways	Village	N/A

Source: Illinois Department of Transportation

* Annual Average Daily Traffic

** Illinois State Toll Highway Authority

TABLE 5.2: TRUCK ROUTES AND TRUCK TRAFFIC VOLUMES

Truck Route Classification	Roadway	Jurisdiction	AADTT*
IDOT Class I	Edens Expressway (I-94)	IDOT	4,300-5,600
	Kennedy Expressway (I-90)	IDOT	2,300-2,900
IDOT Class II	Caldwell Avenue (US 14)	IDOT	205-275
	Dempster Street (US 14)	IDOT	375-675
	Harlem Avenue (IL 43, S of Oakton)	IDOT	100-725
	Milwaukee Avenue (IL 21)	IDOT	450
	Waukegan Road (IL 43, N of Oakton)	IDOT	40-275
Local	Oak Park Avenue	Village	N/A

Source: Illinois Department of Transportation

* Annual Average Daily Truck Traffic

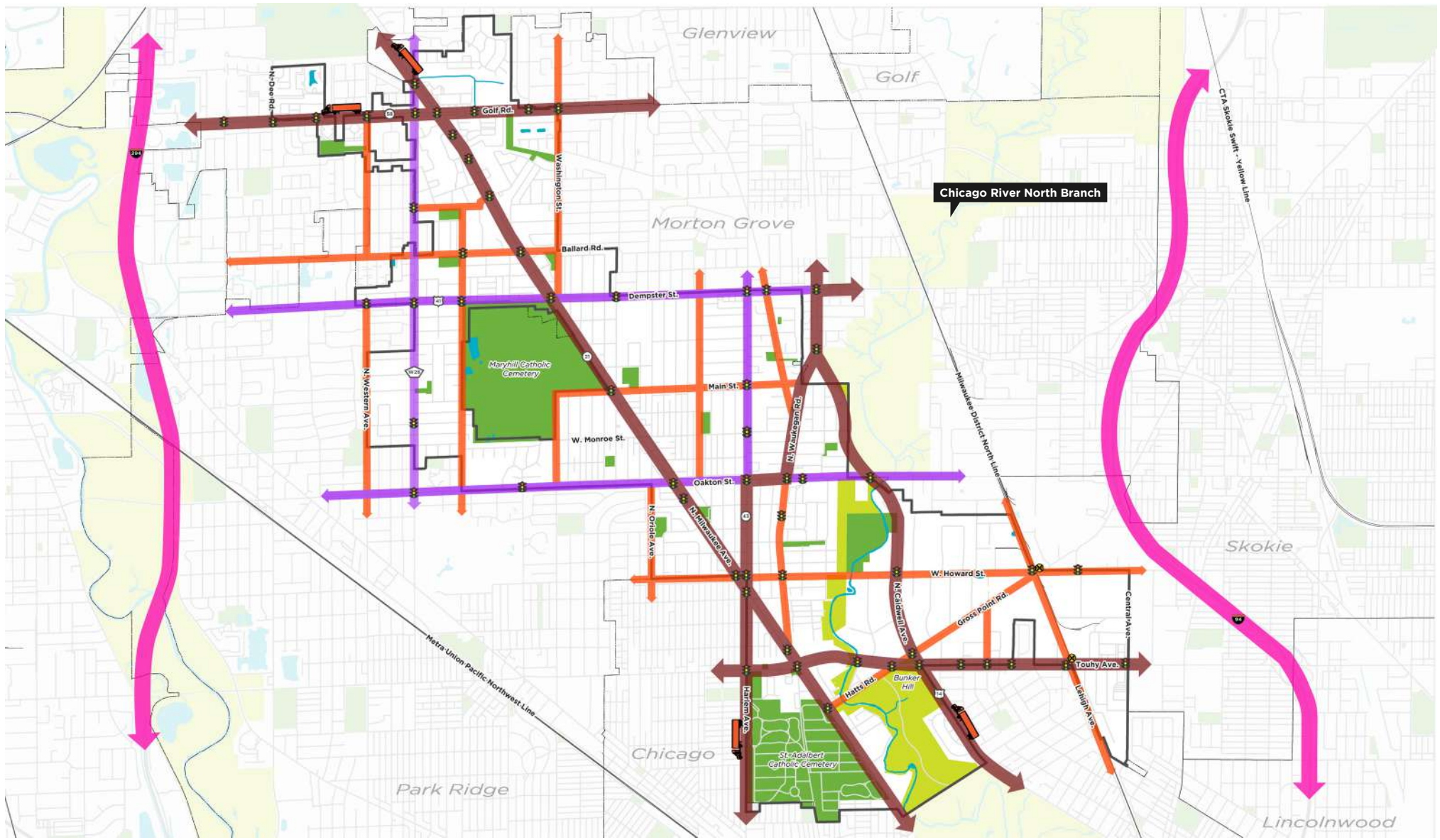
** Illinois State Toll Highway Authority

Truck Routes

Truck routes are typically roadways that provide continuous regional travel and/or are designed to support heavy commercial traffic while avoiding residential areas. IDOT has established a Designated State Truck Route System that consists of two classifications of roadways (Class I and II), each with specific design standards and maximum legal vehicle dimensions and loaded weights. The Class I truck routes are the interstate highways (I-90, I-94) that surround the Village. The Class II trucks routes that extend through the Village and connect to the Class I truck routes include Milwaukee Avenue, Dempster Street, Caldwell Avenue, Harlem Avenue, and Waukegan Road. In addition to the State truck route system, the Village has established Oak Park Avenue (Howard Street-Touhy Avenue) as a local truck route.



Dempster Street (Facing East)



MAP 5.2: EXISTING ROADWAY SYSTEM

Legend

Roadway Classification

- Local Road
- Collector
- Minor Arterial
- Major Arterial
- Interstate
- X Railroad Grade Crossing
- ⚡ Traffic Signal
- 🚚 IDOT Class II Truck Route

SUSTAINABLE VEHICLES

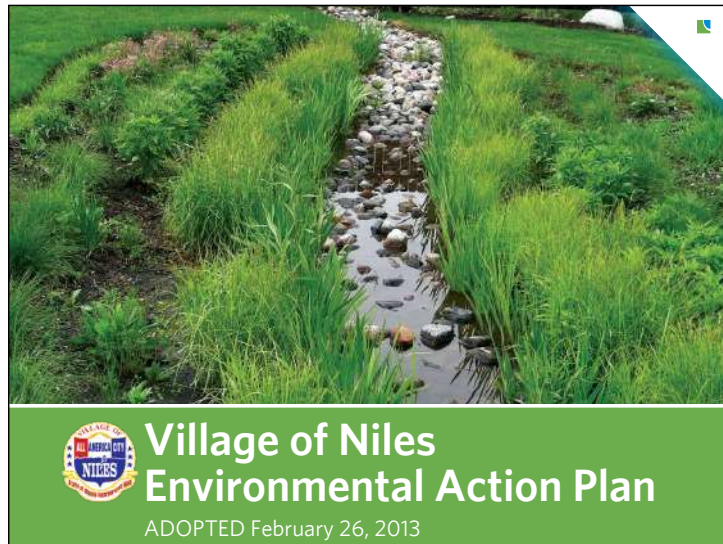
There are currently no car-sharing services (ZipCar, etc.) operating in the Village, which contributes to increased auto use and parking needs, higher household automobile ownership rates, and more household income devoted to transportation costs.

There are a few locations in the Village that currently provide electric vehicle charging stations for no-emission vehicles, including Golf Mill shopping center, Four Flaggs shopping center, Golf Mill Ford, Holiday Inn Express, Wildwood Tavern, Star Nissan, and Advantage Kitchen & Bath Gallery. The Village has plans to install charging stations at Golf Mill Park.

The Village owns a variety of public parking lots that would be suitable for car share leasing and/or public charging stations. The Village also has a Green Fleet Committee that is reviewing and making recommendations on transforming the Village's fleet of vehicles to be more sustainable.



Wildwood Tavern, Source: Plugshare



Village of Niles, Environmental Action Plan (Adopted February 26th, 2013)



Golf Mill Shopping Center,
Source: Plugshare



Holiday Inn Express,
Source: Plugshare

PUBLIC TRANSIT

Public transportation service in the Village of Niles is provided by Pace suburban bus and the Chicago Transit Authority. These services provide convenient transportation alternatives for Village residents, employees and visitors that travel between the Village, the City of Chicago, and the greater Chicago region. Close to six percent of Niles' 13,150 working residents utilize public transit to commute to work.

PUBLIC TRANSIT SERVICES

Metra Commuter Rail

There are currently no Metra commuter rail stations within the Village of Niles. Nearby Metra service is available on two of the Metra lines (Milwaukee District North Line, Union Pacific Northwest Line) that traverse the Village's adjoining communities of Des Plaines, Park Ridge, Morton Grove, Glenview, and Chicago; however, none of these stations are within a convenient walking distance of a 1/4-mile or less.

A feasibility study to construct a Metra station within the Village on the MD-N Line near Touhy Avenue concluded that the location was feasible and met the criteria to be highly successful. Metra has requested that the study be revised to address their concerns and to be more reflective of their focus on customer impacts and service.

Pace Suburban Bus

With 14 fixed bus routes traversing the community, including three free circulators routes and the regions first PULSE arterial rapid transit line, the Village is well-served by bus transit and most residential neighborhoods are within a convenient walking distance (1/4-mile) of at least one of the routes giving residents alternatives to driving. The routes also provide connections to the Metra commuter rail system, CTA rapid transit system, major shopping centers, civic facilities, employment centers, colleges and schools,

recreation centers, and medical facilities within the Village and surrounding communities. *(Refer to Map 5.3 on the following page)*

Four of the bus routes that circulate through the Village (routes 208, 250, 290, Milwaukee PULSE Line) are in the Top 10 highest ridership routes in the Pace system. The region's second PULSE line will be implemented along Dempster Street in 2021 pending grant funding. Most of the bus stops that receive the highest number of passengers are supplemented with bus shelters; however, there are still a few high-ridership bus stops in the Village that lack bus shelters and other forms of passenger waiting amenities (i.e., benches, lighting, bus route maps/schedules, concrete waiting pads, and even signs in some cases). Some of the bus stops are also not ADA accessible as they either lack connections to the sidewalk system or do not have paved connections between the sidewalk and bus stop/curb.

Air Transportation

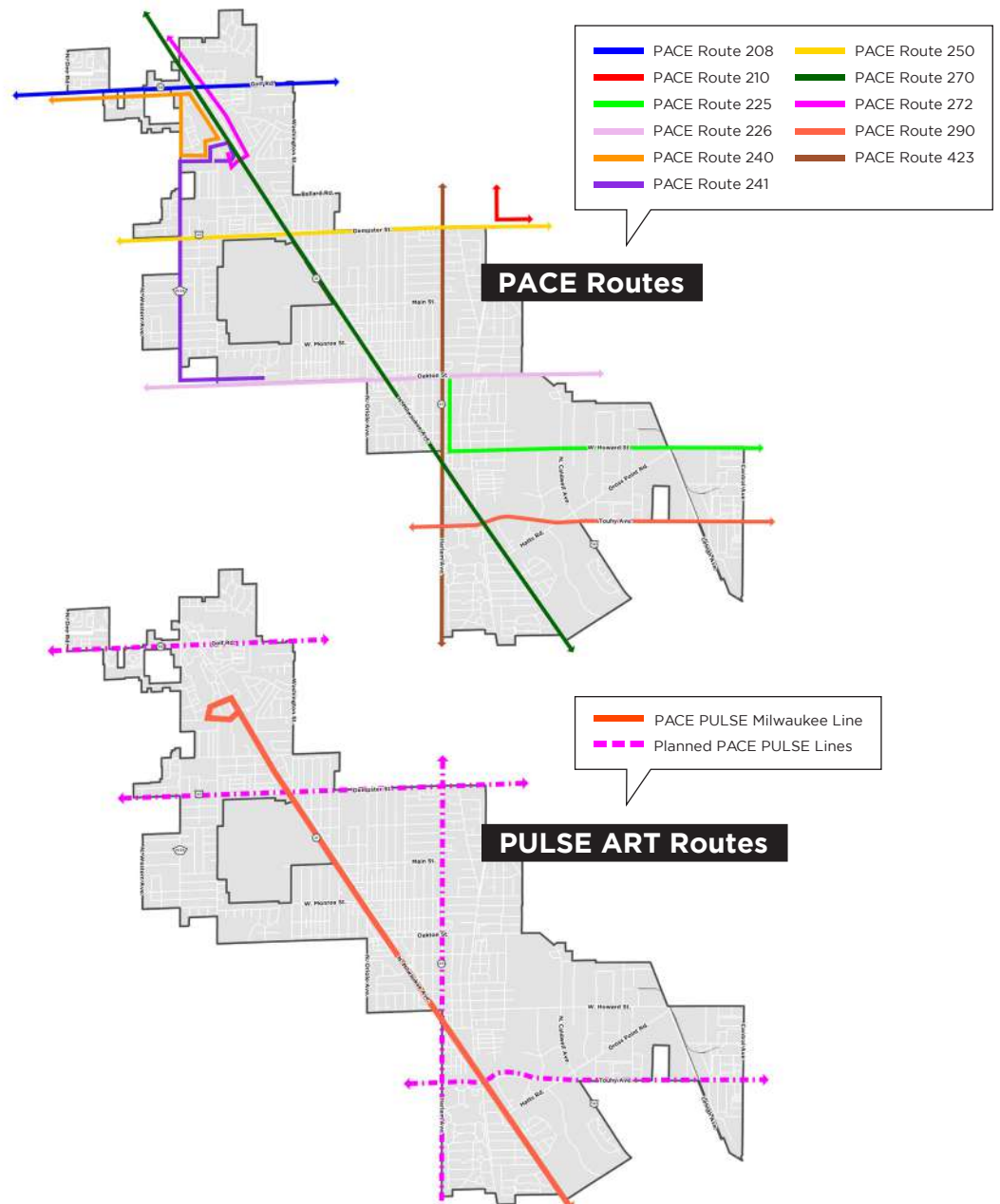
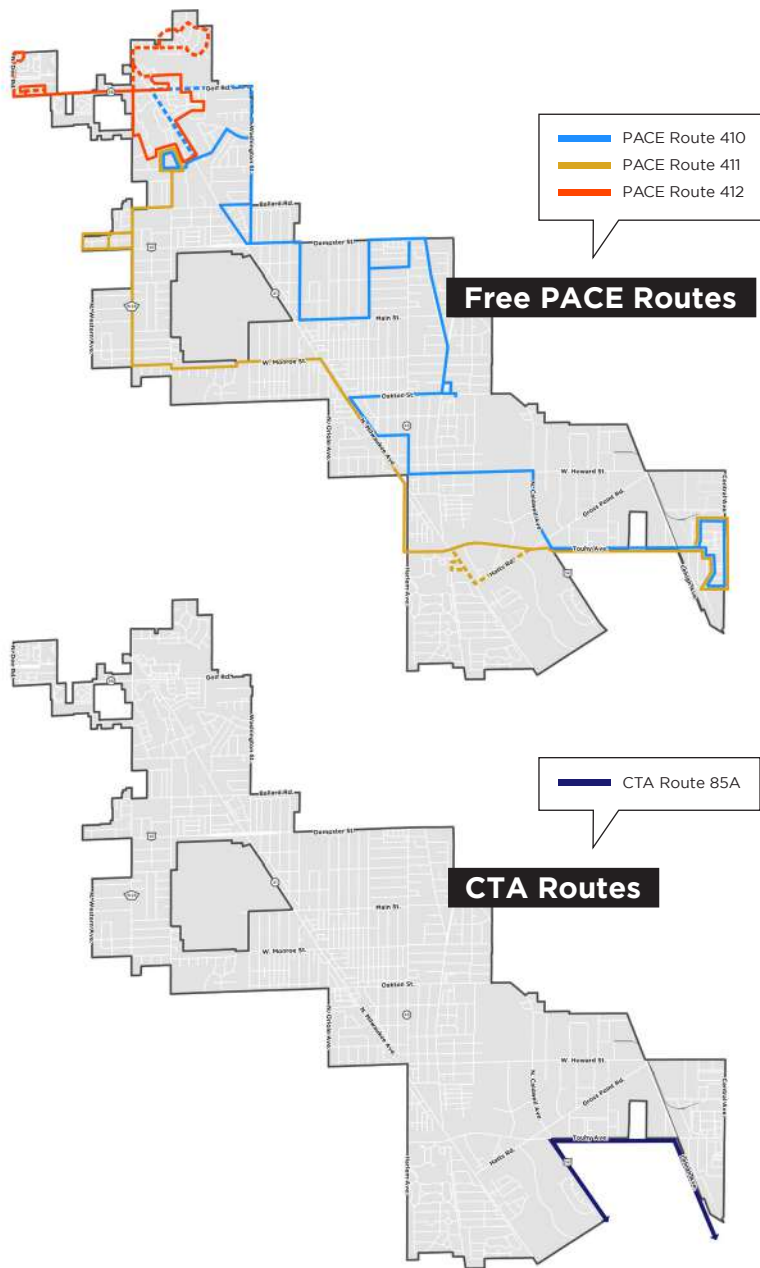
The nearest regularly scheduled airline passenger services is located at Chicago at O'Hare International Airport less than 8 miles from the Village. The nearest public facility providing general aviation services is located in Wheeling at Chicago Executive Airport approximately 4 miles to the northwest.

Intercity Passenger Train Service

The nearest Amtrak intercity passenger train service is located approximately 2 miles north of the Village of Niles in downtown Glenview for routes to Milwaukee and destinations to the Northeast and approximately 12 miles southeast of the Village in downtown Chicago (Union Station) for destinations to other parts of the United States.

Intercity Bus Service

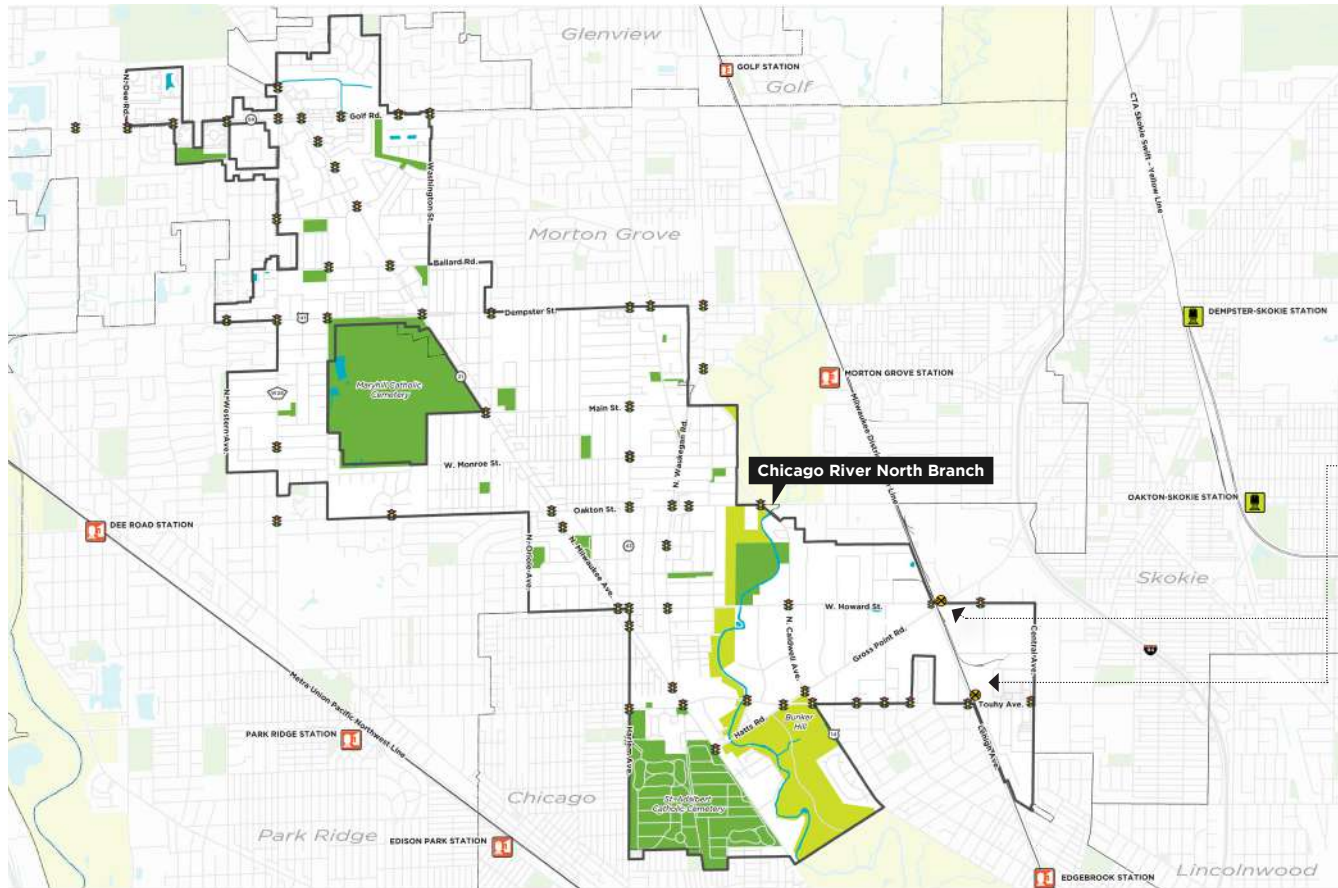
The nearest intercity bus service to Niles is provided by Greyhound Lines and Burlington Trailways in downtown Chicago approximately 12 miles southeast of the Village.



MAP 5.3: EXISTING AND PLANNED BUS ROUTES



FREIGHT RAIL



MAP 5.4: FREIGHT AND COMMUTER RAIL

Legend

- Railway
- Railroad Grade Crossing
- Traffic Signal
- CTA Rapid Transit Station
- Metra Commuter Rail Station

There is one railroad in the Village of Niles which carries freight. It is owned by the Northeast Illinois Regional Commuter Railroad Corporation (aka. Metra) and primarily carries Metra's Milwaukee District North Line service and Amtrak service. The Illinois Commerce Commission database indicates that the railroad also carries 8 freight trains per day along the double-track railroad.

Within the Village, the railway crosses Touhy Avenue and Howard Street at-grade. Both grade crossings are part of a Federal Railroad Administration-approved Quiet Zone which minimizes train horn noise through the Village. The grade crossings are enhanced with vehicular safety features (cantilevered automatic flashing light signals, gates, warning signs and pavement markings). There are no gates across the sidewalks. The grade crossing on Howard Street at Lehigh Avenue is in need of traffic signal modernization which should include bicycle/pedestrian shared-path accommodations. Grade crossings of the rail line are also located in Morton Grove on Oakton Street, Dempster Street, Beckwith Road and Golf Road to the east of the Village.

BICYCLE AND PEDESTRIAN MOBILITY

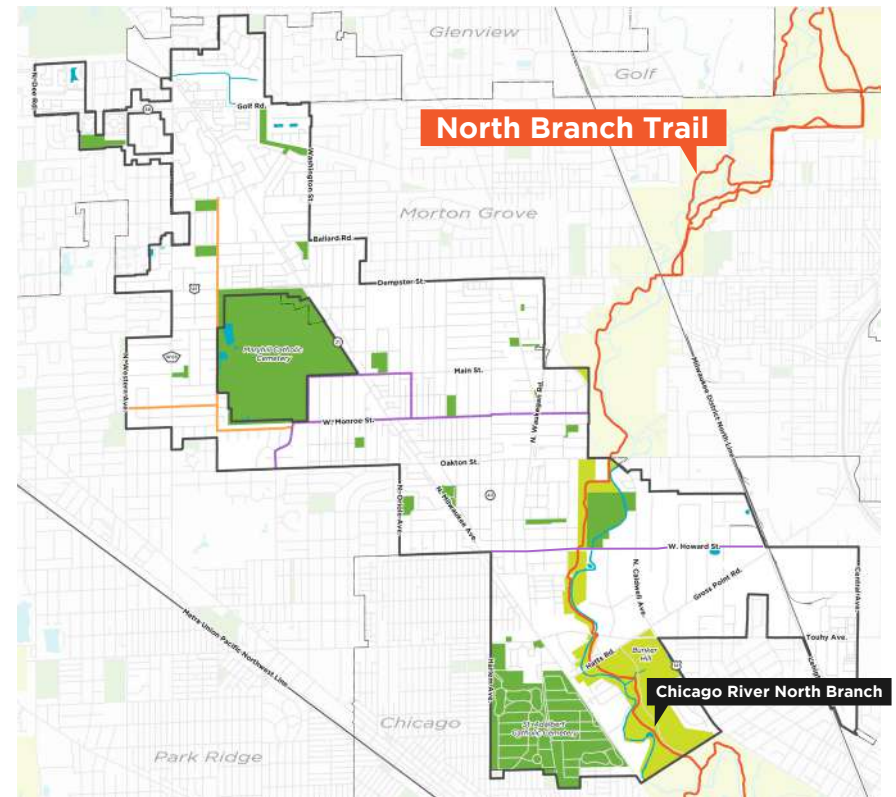
BICYCLE SYSTEM

The bicycle system in the Village is in the process of being implemented, as guided by the Village's 2014 Bicycle and Pedestrian Plan, and will consist of a network of trails, bicycle lanes, marked shared lanes, and bicycle routes. Once completed, the network will provide bicycle access to major destinations within or adjoining the Village, including Metra stations, parks and forest preserves, shopping centers, schools, and civic facilities, among others, as well as continuity with the existing and planned bicycle facilities in the adjoining communities of Chicago, Des Plaines, Glenview, Morton Grove, Park Ridge, and Skokie.

The current bicycle system includes one regional trail (North Branch Trail), six streets with marked shared lanes (Washington Street, Main Street, Monroe Street, Cleveland Street, Oleander Avenue, Prospect Street), and two streets with posted bike routes (Cumberland Avenue, Monroe Street). In addition, the Howard Street rehabilitation project will feature bicycle lanes once completed. The Village has developed design plans to provide bicycle trail connections to the North Branch Trail from Touhy Avenue, Caldwell Avenue and Oakton Street.

Regional Trails

There is one regional bicycle trail that traverses the Village of Niles. The North Branch Trail is an approximately 20-mile paved and unpaved trail that follows the North Branch of the Chicago River and extends from the Chicago Botanic Garden in Glencoe to Gompers Park in the City of Chicago. The trail winds through 25 Cook County Forest Preserve District facilities, bridges over Oakton Street, and can be accessed from Caldwell Avenue, Miami Woods Forest Preserve, Howard Street, Fargo Avenue, Jarvis Avenue, Niles Terrace, Touhy Avenue, Harts Road, and Bunker Hill Forest Preserve.



MAP 5.5: BIKE SYSTEM



Legend

- Village Boundary
- Other Municipality
- Water Bodies
- Streets
- Railway
- Forest Preserve of Cook County
- Parks, Open Space, and Cemeteries

Bike Trails/Pathways

- Hike and Bike Trails
- Signed Bike Routes
- Signed Bike Routes with Shared Lane Markings

On-Street Facilities

The 2014 Bicycle and Pedestrian Plan includes bicycle lanes, marked shared lanes, and signed bike routes to be located on selected collector roads and local roads. The arterial roadways in Niles are not recommended for bicycling on the street or have ride-with-caution advisories, according to IDOT's Official Bicycle Map based on road design, travel speeds, traffic volumes and other factors.

To date, portions of Cumberland Avenue and Monroe Street are posted bike routes and marked shared lanes have been installed on portions of Washington Street, Main Street, Monroe Street, Cleveland Street, Oleander Avenue, and Prospect Street, all as part of the Robert W. Amling Memorial Bike Route, which is the first dedicated bike route in the Village of Niles. The Howard Street rehabilitation project, which is currently under construction, will feature bicycle lanes between Lehigh Avenue and Milwaukee Avenue, once completed.



Monroe Street Shared Lane Markings



Oleander Avenue Shared Lane Markings



Prospect Street Route Signage

Bicycle Network in Adjoining Communities

The surrounding communities of Chicago, Des Plaines, Glenview, Morton Grove, Park Ridge, and Skokie all have their own bicycle networks and bicycle plans. A few of these communities (e.g. Park Ridge) have bicycle facilities that currently extend to the Niles municipal limits.

Bicycle System Gaps

The forest preserves and most of the Village's schools and public parks will be connected to the Village's bicycle system once the full network is implemented. Consideration should be given to expanding the bicycle plan to ensure connectivity with the following facilities.

- Mark Twain Elementary School / Kathy-Western Park
- Embers Academy
- Clarence E. Culver School
- Logos Christian Academy
- Pioneer Park
- LoVerde Sports & Recreation Center

Bicycle Parking

There is a limited amount of bicycle parking provided within the Village. Many of the municipal facilities, parks, schools, and larger shopping centers feature wave-style or schoolyard-style bicycle racks; however, there are also many of these types of facilities that do not currently have bicycle parking available. In line with the 2014 Bicycle and Pedestrian Plan, the Village should consider installing bicycle racks strategically around town, particularly along commercial corridors, employment centers and recreational destinations (e.g. Howard Street).

PEDESTRIAN SYSTEM

The pedestrian system in Niles is extensive and is located along one or both sides of most of the roadways in the Village. Village-wide, Walk Score has given the pedestrian system a rating of 62, which is defined as a somewhat walkable community and accounts for the friendliness of the system with respect to road metrics, intersection density, etc.

Pedestrian Crossings

The signalized intersections along the Village's arterial and collector roadways are the safest locations for pedestrians and bicyclists to cross the road. Most of the signal-controlled intersections in the Village have crosswalks, pedestrian signals with countdown timers, and ADA-compliant curb ramps. However, several of the intersections are missing crosswalks and/or pedestrian signals on some of the approaches. In addition, many of the crosswalks have standard parallel-line markings rather than more visible continental-style markings.

The following signalized intersections lack pedestrian signals:

- Golf Road/Greenwood Avenue
- Caldwell Avenue/Oakton Street

The following signalized intersections lack pedestrian countdown timers on the pedestrian signals:

- Greenwood Avenue/Normal Avenue
- Oakton Street/Prospect Avenue

The 2014 Bicycle and Pedestrian Plan identified 10 priority locations in providing safe pedestrian crossings at 0.25 mile intervals and providing access to PULSE Milwaukee Line stations and other significant pedestrian destinations. Improvements at these crossings would include traffic signals (if warranted), rectangular rapid flashing beacons (RRFB), and pedestrian refuge islands with continental-style crosswalk markings and pedestrian crossing signage. To date, these crossings have not been upgraded, however progress is being made starting with an update to the 2014 Bicycle and Pedestrian Plan.

- Milwaukee Avenue/Greenleaf Street
- Milwaukee Avenue/Monroe Street
- Milwaukee Avenue/Jonquil Terrace
- Dempster Street/Oriole Avenue
- Harlem Avenue/Greenleaf Street
- Waukegan Road/Cleveland Street
- Caldwell Avenue/Cleveland Street
- Greenwood Avenue/Park Lane
- Oakton Street/Ozark Avenue
- Howard Street/North Branch Trail

Pedestrian System Gaps

All of the arterial and collector roadways in the Village have sidewalk on one or both sides of the road. However, most of these roadways have sidewalk gaps that remain to be filled, as documented in the Village's 2014 Bicycle and Pedestrian Plan. The plan also established a 5-phase implementation schedule to close the gaps in the pedestrian network, which the Village would complete by requiring infill as properties are redeveloped, pursuing grants to fund infill projects, and/or constructing infill segments when funds are available in the sidewalk repair program.

In addition to the Village's plan, the Northwest Municipal Conference's Multimodal Transportation Plan established three tiers of priority in eliminating sidewalk gaps in the region. Tier 1 gaps have the highest priority and are located near schools, transit stations/stops, mixed-use and commercial areas, and job centers. Tier 2 gaps have the next level of priority within the community. Tier 3 gaps are the lowest priority and are typically located on local streets or streets with lower levels of pedestrian activity. Within Niles, the plan indicates there are approximately 4 miles of Tier 1 gaps, 2 miles of Tier 2 gaps, and 3 miles of Tier 3 gaps.

COMPLETE STREETS POLICY

A “complete street” is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists, and pedestrians. IDOT adopted design policy changes in response to the 2007 Complete Streets state law, which requires the agency to construct bicycle and pedestrian ways when an urban roadway is constructed, reconstructed, or widened. Cook County adopted complete streets policies in 2011 for application on the County highway system. The Village of Niles has followed suit through the recent (January 2020) adoption of its own Complete Streets policy, which will be used as a guide for application on the Village-controlled roadways in the future.

TRAFFIC CALMING POLICY

The Village of Niles has also adopted a Traffic Calming policy that is intended to improve the quality of life by creating safe and attractive streets, reducing cut-through traffic in residential neighborhoods, reducing the negative effects of motor vehicles on the environment, and promoting alternative modes of transportation. The policy applies a uniform procedure and utilizes a toolbox of mitigation measures to reduce traffic problems. The procedure considers resident input in assessing the most appropriate alternatives for implementation and the mitigation measures are based on sound engineering criteria and Federal/State standards.

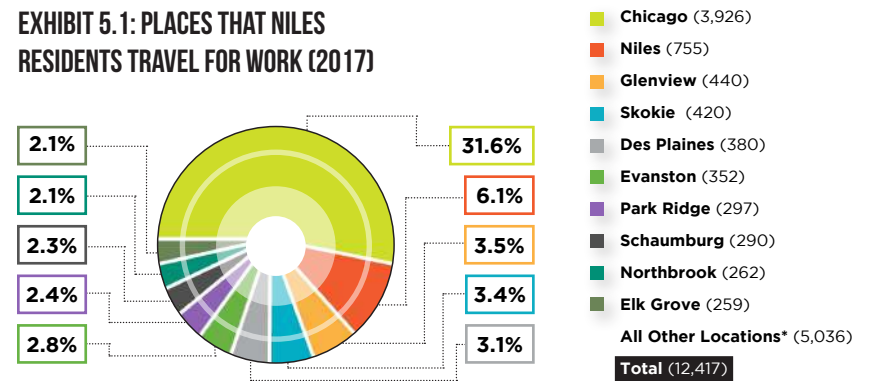
TRAVEL PATTERNS AND BEHAVIOR

Tracking travel patterns of Niles’ working residents and those employed in the Village conveys awareness of the number of people traveling into and out of the community each day for work, the primary communities in which Niles residents work, and the primary communities in which Niles workers reside. More than 31 percent of Niles’ working residents are employed in the City of Chicago, and more than 28 of those working in the Village

reside in the City of Chicago. Approximately four to six percent of Niles residents work within the community. Other significant employment destinations of Niles residents include Glenview, Skokie, Des Plaines, and Evanston.

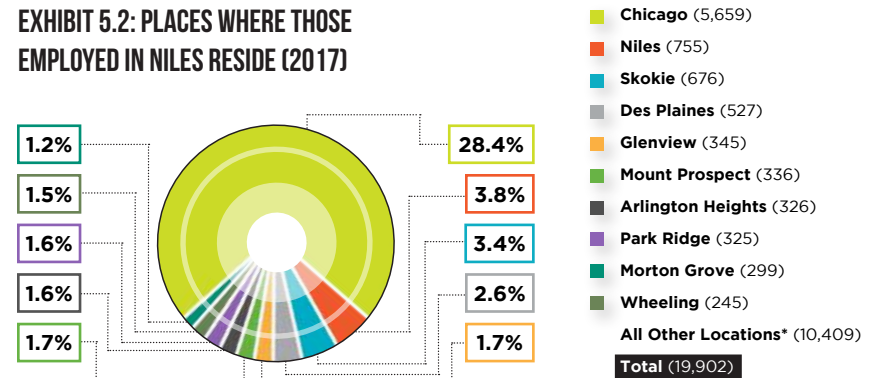
Tracking travel behavior of Niles’ working residents also provides insights into how the community moves around town and how much households spend on transportation. It also provides a benchmark for comparison with the travel patterns of all Cook County communities combined and the greater Chicago region.

EXHIBIT 5.1: PLACES THAT NILES RESIDENTS TRAVEL FOR WORK (2017)



Source: U.S. Census Bureau, Center for Economic Studies (2017)
 *Note: Jobs in All Other locations (40.6%) are not shown in chart

EXHIBIT 5.2: PLACES WHERE THOSE EMPLOYED IN NILES RESIDE (2017)



Source: U.S. Census Bureau, Center for Economic Studies (2017)
 *Note: Jobs in All Other locations (52.3%) are not shown in chart

PLANNED AND PROGRAMMED PROJECTS

There are several transportation projects within the Village of Niles and adjoining communities that are either programmed (funded) for construction/implementation over the next five years or are planned (unfunded) by the Chicago Metropolitan Agency for Planning (CMAP), Metra, Pace, IDOT, and the Village. These projects consist of roadway resurfacing and rehabilitation, ADA improvements, bridge replacement, roadway lighting, public transit service enhancements, bicycle facility expansion, and pedestrian system improvements.

REGIONAL PROJECTS

CMAP On To 2050 Comprehensive Regional Plan

There is one Regionally Significant Project within Niles that is included in the On To 2050 Comprehensive Regional Plan as a priority (fiscally-constrained) project eligible for Federal funding and Federal approvals.

Pace PULSE Expansion – Includes implementation of the seven near-term arterial rapid transit lines.

Further expansion of the PULSE network, including implementation of the medium-term and long-term lines, does not meet the definition of a Regionally Significant Project and thus is included in the On To 2050 Plan as an unconstrained project for further study until environmental clearance is obtained from the Federal Highway Administration or Federal Transit Administration under the National Environmental Policy Act to access certain Federal funding and financing programs.

Pace PULSE Arterial Bus Rapid Transit (ART) Service

The PULSE ART network consists of 7 near-term lines, 12 medium-term lines, and 16 long-term lines. The near-term lines are included as priority (constrained) projects in CMAP's On To 2050 Plan. PULSE service features limited-stop express service, vehicles

equipped with Wi-Fi and other technological advancements, transit-signal priority, queue-jump lanes, easy-to-find platform stations with weather protection, and real-time bus arrival signage.

The first near-term PULSE line in the network (Milwaukee Line) launched in 2019 and extends through Niles along Milwaukee Avenue. The second near-term line to be implemented will be the Dempster Line, which will extend through Niles along Dempster Street and connect the Davis Street CTA/Metra Station in Evanston to the O'Hare International Airport Kiss-n-Fly and Metra O'Hare transfer station. Construction on the line is anticipated to begin in 2021, pending grant funding, and will include stations at Waukegan Road, Harlem Avenue, Milwaukee Avenue, Cumberland Avenue, and Western Avenue.

Four additional lines are planned to extend through Niles in the medium-term, including lines along Golf Road, Touhy Avenue, Harlem Avenue, and a northerly extension of the current line on Milwaukee Avenue. (*Refer to Table 5.3 and Exhibit 5.1*)

TABLE 5.3: PACE PULSE PLANNED ROUTES SEQUENCING

Planned Term	Planned Route
Near-Term	Dempster Street – Evanston Davis Street CTA/Metra Station to O'Hare International Airport
Mid-Term	Golf Road – Evanston to IL 83 in Mount Prospect
	Touhy Avenue – Howard Metra Station in Chicago to Arlington Heights Road in Elk Grove
	Harlem Avenue (north extension) – North terminus of Harlem Ave priority corridor at North Ave to Willow Road in Northfield
	Milwaukee Avenue (north extension) – North terminus of Milwaukee Line at Golf Mill Shopping Center to Dundee Road in Wheeling

EXHIBIT 5.3: PLANNED PACE PULSE DEMPSTER LINE ALIGNMENT AND STATIONS



Source: Pace Suburban Bus

Bicycle Facility Plans

The **Northwest Municipal Conference (NWMC) Multimodal Transportation Plan**, March 2020, identifies 19 priority bicycle corridors for implementation. These corridors have the greatest regional impact, extend through many communities and connecting with major destinations, trails, transit stations, and job centers. Within the Village of Niles there are three priority corridors:

- **Elk Grove-Evanston Bikeway** – East-west route extends through Niles via Howard Street. A significant portion of the uncompleted segment of the bikeway (Lehigh Avenue-Milwaukee Avenue) will be addressed by the Howard Street rehabilitation project.
- **Evanston-Elgin Bikeway** – East-west route extends through Niles via Beckwith Road, Washington Street, Lyons Street, Maryland Street, and Church Street. The bikeway has yet to be implemented in Niles.
- **OCC to Channel Bikeway** – Route connects Oakton Community College (OCC) to Evanston via ComEd right-of-way crossing Washington Road, Golf Road, Milwaukee Avenue, Greenwood Avenue, and Dee Road. The bikeway has yet to be completed in Niles.

IDOT FY 2021-2026 Proposed Highway Improvement Program

Ballard Road – Resurfacing and ADA improvements; 1.62 miles from Rand Road in Des Plaines to Greenwood Avenue in Niles. Includes culvert replacement and drainage work in ditch west of Greenwood Avenue. Programmed for 2021.

Harlem Avenue – Resurfacing and ADA improvements; 1.0 miles from Dempster Street to Oakton Street. FY 2022-2026.

Lehigh Avenue – Resurfacing; 1.07 miles from Oakton Street to Touhy Avenue. FY 2022-2026.

Touhy Avenue – Chicago River North Branch bridge replacement and traffic signal modernization at Touhy Avenue/N. Riverside Drive; 0.6-miles east of Harlem Avenue. FY 2022-2026.

Waukegan Road – Resurfacing and ADA improvements; 0.92 miles from Oakton Street to Milwaukee Avenue. FY 2022-2026.

IDOT Strategic Regional Arterial Studies

Milwaukee Avenue (IL 21) – The SRA plan includes an ultimate six-lane configuration of IL 21 from Dempster Street through Greenwood Avenue consisting of three through lanes in each direction with an 18-foot wide raised median built within a 120-foot right-of-way. The segment of Milwaukee Avenue between the Golf Mill Ford dealership and Dempster Street has yet to be widened to six lanes. The plan may also include the signalization of the Milwaukee Avenue intersection with Monroe Street, when warranted.

Harlem Avenue (IL 43) – The ultimate four-lane configuration of IL 43 has been largely completed. Intersection capacity improvements yet to be completed include a dedicated northbound left-turn lane on Harlem Avenue at Pratt Street, right-turn lanes on Harlem Avenue at Touhy Avenue, and left-turn lanes on Milwaukee Avenue at Harlem Avenue. The plan also includes the potential signalization of the Waukegan Road intersection with Shermer Road, when warranted.

Caldwell Avenue (US 14) – The ultimate four-lane configuration of Caldwell Avenue has been largely completed. Intersection capacity improvements have yet to be implemented at the Oakton Street and Howard Street intersections where separate northbound and southbound right-turn lanes were recommended on Caldwell Avenue. In addition, a southbound right-turn lane was recommended on Caldwell Avenue at Gross Point Road and northbound and southbound dual left-turn lanes and a northbound right-turn lane were recommended on Caldwell Avenue at Touhy Avenue. All capacity improvements would be accommodated within the existing right-of-way.

Golf Road (IL 58) – The SRA plan for Golf Road extends through Niles from Dee Road on the west to Washington Road on the east and consists of a six-lane roadway with a 16-foot barrier median. Golf Road has yet to be widened to six lanes between Dee Road and Greenwood Drive and between Four Flaggs shopping center and Washington Road. Intersection capacity improvements remain to be completed at Greenwood Road (dual left-turn lanes on all approaches, right-turn lane on the west approach of Golf Road), Milwaukee Avenue (dual left-turn lanes on east approach of Golf Road and both approaches of Milwaukee Avenue, right-turn lanes on both approaches of Golf Road and north approach of Milwaukee Avenue), Dee Road (right-turn lanes on both approaches of Golf Road), and Washington Road (right-turn lanes on both approaches of Golf Road).

Touhy Avenue – The SRA plan for Touhy Avenue extends through Niles from Harlem Avenue on the west to Lehigh Avenue on the east. The ultimate four-lane configuration of Touhy Avenue has been largely completed. Intersection capacity improvements remain to be completed at the Harts Road intersection (left-turn lanes in both directions on Touhy) and at the Riverside Drive intersection (westbound left-turn lane on Touhy, bridge widening over river).

Cook County Department of Transportation and Highways FY 2019-2024 Proposed Transportation Improvement Program

No projects in Niles.

VILLAGE PROJECTS

Village of Niles 2021 Capital Projects

- **Ballard Road** – Roadway resurfacing from Milwaukee Avenue to Cumberland Avenue.
- **Howard Street** – Completion of roadway rehabilitation project.
- **Milwaukee Avenue** – Implementation of streetscape project from Harlem Avenue to Monroe Street.

Village of Niles Planned Capital Projects

Touhy Avenue/Gross Point Road/Harts Road Intersection

Improvement – The Village has submitted to IDOT a Local Project Development Report for Group II Categorical Exclusions and Design Approval to increase intersection capacity by widening Touhy Avenue to 5 lanes from Riverside Drive to Caldwell Avenue. The project will provide separate left-turn lanes on Touhy Avenue at Gross Point Road/Harts Road with protected left-turn signal phasing, a separate westbound left-turn lane on Touhy Avenue at Riverside Drive, a bike path along the north side of Touhy Avenue between Riverside Drive and Caldwell Avenue, a sidewalk along the south side of Touhy Avenue between Gross Point Road/Harts Road and Caldwell Avenue, and continental-style crosswalks at the Touhy Avenue intersections with Caldwell Avenue, Gross Point Road/Harts Road, and Oak Park Avenue.

North Branch Trail Connection – The Village has submitted to IDOT a Local Project Development Report for Group I Categorical Exclusions and Design Approval to provide a bike trail connection to the North Branch River Trail from the Bunker Hill Forest Preserve to the intersection of Touhy Avenue and Caldwell Avenue, including a high-visibility crosswalk on the south leg of Caldwell Avenue.

Oakton Street – The Village has submitted to IDOT a Local Project Development Report for Group I Categorical Exclusions and Design Approval for a shared path along the east side of Caldwell Avenue (Howard Street to Oakton Street) and south side of Oakton Street (Caldwell Avenue to Niles West High School/I-94), including railroad crossing panels at the Metra line and high-visibility crosswalks across Nachez Avenue, Nagle Avenue, River Drive, Lehigh Avenue, Austin Avenue, and Menards Avenue.

Village-wide Sidewalk Improvements – The Village has submitted to IDOT a Local Project Development Report for Group Categorical I Exclusions and Design Approval for a total of 3 miles of sidewalk improvements including ADA ramping and high-visibility crosswalks. Project locations include one or both sides of Golf Road (Western Avenue-Washington Road), Greenwood Avenue (Golf Road-Greendale Avenue), Ballard Road (Milwaukee Avenue-Washington Road), Dempster Street (Shermer Road-Waukegan Road), Milwaukee Avenue (Golf Road-Maryland Avenue), and Caldwell Avenue (Gross Point Road-Oakton Street). The Golf Road, Greenwood Avenue, and Milwaukee Avenue projects are programmed for Highway Safety Improvement Program (HSIP) and RTA/CMAQ funding.

Waukegan intersection – The Village has submitted to IDOT a Categorical Exclusion Group I plan for streetscape improvements at the intersections of Waukegan Road/Oakton Street and Waukegan Road/Milwaukee Avenue. Improvements include decorative crosswalks and brick pavers, median replacement, planters and street furniture, ADA sidewalk upgrades, power receptacles, irrigation systems, and curb and driveway modifications.

Nordica Avenue Pedestrian Crossing – The Village has prepared a design plan to enhance pedestrian safety to Culver School by installing a crosswalk across Nordica Avenue at the south end of the campus opposite 7887 Nordica Avenue.

Waukegan Road/Cleveland Street intersection – The Village is seeking approval from IDOT to install traffic signals at this intersection or a pedestrian crosswalk with RRFBs and a refuge island if the traffic signals are not approved. There is currently a striped crosswalk with signage across Waukegan Road, which is part of the Robert Amling Memorial Bike Route.

Caldwell Avenue/Cleveland Street intersection – The Village is seeking approval from IDOT to install traffic signals at this intersection or a pedestrian crosswalk with RRFBs and a refuge island if the traffic signals are not approved. There is currently a striped crosswalk with signage across Caldwell Avenue, which is part of the Robert Amling Memorial Bike Route.

Street Rehabilitation Program Improvements – The Village has included several projects in its 5-Year Capital Improvements Program (FY 2020-2025) and Street Replacement Proposal (FY 2021-2025).

Niles 2030 Comprehensive Plan

Several transportation improvements from the 2030 Comprehensive Plan have yet to be implemented in full or in part, including the following:

- Acquisition of right-of-way on Main Street (Shermer Rd-Waukegan Rd) to allow two-way traffic flow.
- Traffic signal installation at Milwaukee Avenue/Ebinger Road.
- Widening of Ballard Road approach to Milwaukee Avenue to create a westbound left-turn lane and install sidewalk between Milwaukee Avenue and Washington Road.
- Left-turn lanes on Touhy Avenue (Gross Point Road/Harts Road).
- Left-turn lanes on Caldwell Avenue between Howard Street and Gross Point Road.
- Perpendicular realignment of Shermer Road at Waukegan Road.
- Perpendicular realignment Waukegan Road at Milwaukee Avenue with traffic signal relocation.
- Milwaukee Avenue Corridor Study parking modifications on Milwaukee Avenue from north of Oakton Street to south of Harlem Avenue.
- Milwaukee Avenue corridor improvements (Greenwood Ave-Albion Ave) including landscaped medians, parking lane modifications, access modifications, cross access connections, access restrictions, road realignments and traffic signal relocation, left-turn lanes, intersection pedestrian safety improvements and sidewalk gap infill.
- Golf Road corridor improvements (Dee Rd-Washington Rd) including landscaped medians, access modifications, cross access connections, access restrictions, left-turn lanes and sidewalk gap infill.

- Dempster Street corridor improvements (Greenwood Ave-Sayre Ave) including landscaped medians, access modifications, cross access connections, access restrictions, left-turn lanes, intersection pedestrian safety improvements and sidewalk gap infill.
- Touhy Avenue corridor improvements (Harlem Ave-Central Ave) including landscaped medians, access modifications, cross access connections, access restrictions, left-turn lanes, intersection pedestrian safety improvements and sidewalk gap infill.
- Access management along the Village's arterial and collector roads to reduce the number of curb cuts and improve access/circulation.
- Promotion of car sharing programs.
- North Branch Trail grade separation at Touhy Avenue.
- Pedestrian safety upgrades at Touhy Avenue intersections with Mobile Avenue and Melvina Avenue.
- Pedestrian safety upgrades at Milwaukee Avenue intersections near PULSE stations.
- Pedestrian safety upgrades at Milwaukee Avenue intersections with Ballard Road and Golf Mill shopping center driveways.
- Sidewalk gap infill along Golf Road, Milwaukee Avenue, Greenwood Avenue, Dempster Street, Ballard Road, Waukegan Road, Caldwell Avenue, Oakton Street, Howard Street and Touhy Avenue.
- North Branch Trail linkage to Oakton Street.
- Evaluate the benefits of expanding the Niles Free Bus to daily service with connections to nearby Metra stations.

Touhy Triangle Master Plan

The plan includes sidewalk infill along the north side of Touhy Avenue between Caldwell Avenue and Mobile Avenue, a connection to the North Branch Trail from the intersection of Touhy Avenue/Gross Point Road, and an internal access road/boulevard system.

South Milwaukee Avenue Corridor Plan

The plan includes the realignment of Waukegan Road at Milwaukee Avenue, curb cut consolidation between Albion Avenue and Monroe Street, reinstatement of parking along portions of Milwaukee Avenue, removal of front-in parking directly from Milwaukee Avenue, sidewalk improvements, and traffic flow/pedestrian safety improvements to the Milwaukee Avenue intersections with Touhy Avenue, Oakton Street, Waukegan Road, and Harlem Avenue/Howard Street.

Village of Niles 2014 Bicycle and Pedestrian Plan

The Plan includes several types of bicycle facilities including bicycle lanes, marked shared lanes, and signed bike routes to be located on selected collector roads and local roads that are controlled by the Village, with the exception of Howard Street which is IDOT-controlled. Although many of the projects have yet to be implemented, as identified in Table 5.4 below, the Village is planning an update to this plan in 2021.

TABLE 5.4: 2014 BICYCLE AND PEDESTRIAN PLAN, PROJECTS NOT IMPLEMENTED

Task Type	Project Description
Bike Lanes	Cumberland Avenue (Church St-Monroe St)
	Howard Street (Oriole Ave-Central Ave)
	Shermer Road (Dempster St-Waukegan Rd)
	Waukegan Road (Shermer Rd-Howard St)
Marked Shared Lanes	Ballard Road (Greenwood Ave-Washington St)
	Washington Street (Golf Rd-Park Ave)
	Church Street (Greenwood Ave-Maryland St)
	Maryland Street (Church St-Lyons St)
	Lyons Street (Maryland St-Washington St)
	Monroe Street (Cumberland Ave-Prospect St)
	Ozark Avenue (Dempster St-Main St)
	Oleander Avenue (Dempster St-Main St)
	Main Street (Oleander Ave-Shermer Rd)
	Park Avenue (Washington St-Ozanam Ave)
Signed Routes	Shermer Road (Dempster St-Waukegan Rd)
	Waukegan Road/Birchwood Avenue/Nordica Avenue (Howard St-Howard St)