

Segment	Limits	Municipalities	Length (miles)	Existing Bicycle Facilities (miles)	Percent Existing	Facility Type	Status
Full Corridor	Fox River Trail to Sheridan Rd.		35.00	15.27	44%		
Full Corridor (w/ alternatives)	Fox River Trail to Sheridan Rd.		37.63	21.84	58%		
Full Corridor (w/ alternatives & programmed)	Fox River Trail to Sheridan Rd.		37.63	28.26	75%		
River Bluff Rd./Congdon Ave.	Fox River Trail to Iroquois Dr.	Elgin	1.29	0	0%	Bike Lane and Shared Lane	Programmed
Congdon Ave./Shoe Factory Rd.	Iroquois Dr. to Essex Dr.	Elgin	1.57	1.57	100%	Side Path	Existing
Shoe Factory Rd.	Essex Dr. to Ivy Ridge Dr	Hoffman Estates	0.7	0	0%	Side Path	Programmed
Alternative 1 (Essex / Red Oak / McDonough)*	Essex Dr. to Ivy Ridge Dr	Hoffman Estates	1.67	0	0%	Route	Programmed
Shoe Factory Rd	Ivy Ridge Dr to CN Tracks	Hoffman Estates	0.73	0.73	100%	Side Path	Existing
Shoe Factory Rd	CN Tracks Crossing	Hoffman Estates	0.04	0.00	0%	Side Path	Programmed
Poplar Creek Trail	CN Tracks to IL-59	Hoffman Estates	0.73	0.00	0%	Bike Path	Planned
Poplar Creek Trail	IL-59 to Higgins Road	Hoffman Estates	2.70	2.70	100%	Bike Path	Existing
Greenspoint / Hassell Private Drive	Shoe Factory and Higgins to Barrington and Hassell	Hoffman Estates	0.74	0.00	0%	Route	Programmed
Hassell Road	Barrington Road to Huntington Blvd	Hoffman Estates	1.11	1.11	100%	Bike Lane	Existing
Hassell Road	Huntington Blvd to Fairway Court	Hoffman Estates	0.36	0.36	100%	Route	Existing
Hassell Road / Jones Rd / Hillcrest Blvd	Fairway Court to Roselle Rd	Hoffman Estates	2.00	2.00	100%	Route	Existing
Roselle Rd./State Pkwy.	Roselle Rd. to Tower Rd.	Schaumburg	1.91	1.91	100%	Side Path	Existing
Tower Rd.	State Pkwy. to Meacham Rd.	Schaumburg	0.36	0	0%	Route	Planned
McConnor Pkwy.	Meacham Rd. to Golf Rd.	Schaumburg	1.11	1.11	100%	Side Path	Existing
Golf Rd.	McConnor Pkwy. to Ring Rd.	Schaumburg, Rolling Meadows	0.37	0	0%	Side Path	Planned
Golf Rd.	Ring Rd. to New Wilke Rd.	Rolling Meadows, Arlington Heights	1.05	0	0%	Side Path	Planned
Golf Rd.	New Wilke Rd. to Elmhurst Rd.	Arlington Heights, Mount Prospect	3.5	0	0%	Side Path	Planned
Alternative 2 (Poplar Creek Path)*	Ring Rd. to New Wilke Rd.	Rolling Meadows, Arlington Heights	1.16	1.16	100%	Bike Path	Existing
Alternative 2 (White Oak St./Lincoln St.)*	New Wilke Rd. to Mt. Prospect Rd.	Arlington Heights, Mount Prospect	5.77	5.77	100%	Route	Existing/Programmed
Alternative 2 (Warrington Rd.)*	Mt. Prospect Rd. to Golf Rd.	Des Plaines	0.55	0	0%	Route	Planned
Golf Rd.	Elmhurst Rd. to Wolf Rd.	Des Plaines	1.48	0	0%	Side Path	Planned
Golf Rd.	Wolf Rd. to Cumberland Circle	Des Plaines	0.26	0	0%	Side Path	Planned
Alternative 3 - Golf Rd.*	Wolf Rd to Cumberland Train Station	Des Plaines	0.26	0.26	100%	Sidewalk	Existing
Golf Rd.	Cumberland Circle to Rand Rd.	Des Plaines	0.62	0.62	100%	Sidewalk	Existing
Alternative 3 - Northwest Hwy*	Cumberland Train Station to Broadway/Seegers	Des Plaines	0.15	0	0%	Side Path	Planned
Alternative 3 - Seegers Rd.*	Northwest Hwy. to Rand Rd.	Des Plaines	0.68	0	0%	Shared Lane	Planned
Rand Rd.	Golf Rd. to Ballard Rd.	Des Plaines	1.33	0	0%	Side Path	Planned
Ballard Rd./Des Plaines River Trail	Rand Rd. to Bender Rd.	Des Plaines	0.29	0.29	100%	Bike Path	Existing
Ballard Rd.	Bender Rd. to Bellaire Ave.	Des Plaines	0.21	0	0%	Side Path	Programmed
Bellaire Ave.	Ballard Rd. to Church St.	Des Plaines	0.22	0	0%	Route	Planned
Church St.	Bellaire Ave. to Potter Rd.	Des Plaines	0.37	0	0%	Route	Planned
Church St.	Potter Rd. to Maryland St.	Niles	1.35	0	0%	Route	Planned
Maryland St./Lyons St./Washington St.	Church St. to Beckwith Rd.	Niles	0.66	0	0%	Route	Planned
Beckwith Rd.	Washington St. to Lehigh Ave.	Morton Grove	1.68	0	0%	Route	Planned
Beckwith Rd.	Lehigh Ave. to North Branch Trail	Morton Grove	0.93	0.93	100%	Bike Lane	Existing
Beckwith Rd./Church St.	North Branch Trail to I-94	Morton Grove	0.74	0	0%	Bike Lane or Route	Planned
Church St.	I-94 to North Shore Channel	Skokie	2.65	0	0%	Bike Lane	Programmed
Church St./Hinman Ave./Clark St.	North Shore Channel to Sheridan Rd.	Evanston	1.94	1.94	100%	Bike Lane and Route	Existing

*Red text signifies alternative alignments, which may be the most feasible alignment for implementation