CMAQ 2012-16 Bicycle and Pedestrian Project Submittals Sorted by Project Package

	Projects			Primary Package		Secondary Package																																											
	CMAQ ID Number	Brief Project Description and Sponsor	Primary Package > 1	Total Cost - Projects in Package	Suggested Federal Share - Projects in Primary Package	Eliminate Secondary Barriers and Gaps Package > 1	Total Cost - Projects in Secondary Package	Suggested Federal Share - Projects in Secondary Package	Proposal Note	Access to Transit (>1000 boardings)	Innovation	Grade -Separated Barrier Crossed	Regional Greenways and Trails Plan	Total Project Cost	Federal Request	Project Understanding	Previous Federal-Process Funding?	Pace Bus Access Abuts Project	Metra Station Access in Buffer Area	CTA Rail Station Access in Buffer Area	CTA Bus Access Abuts Project	Total Primary and Secondary School Enrollment	CBDs or Activity Center Served?	Regional-Scale Park or Recreation Destination Served?	Complete Streets Retrofit?	Complete Streets Part of Larger Highway Project?	Regional Greenways and Trails Plan	Subregional Plan Corridor	Grade -Separated Barrier Crossed	Encouragement (Describe)	Innovation	Transit Boardings in Buffer Area	Estimated Employment in Buffer Area	Estimated Population in Buffer Area	Facility Attractiveness Before	Facility Attractiveness After	Target Arterials/Collectors (Ped Only)	Develop Bikeway Network?	Lenght is in Miles	BLOS B Achievable?	Total of All Bike and Ped Crashes in Buffer Area	Total K & A Bike and Ped Crashes in Buffer Area	Contingencies and Conflicts	ROW Required?	ROW Complete?	Design Approval Received?	Construction Documents Approved?	Has Detailed Cost Estimate?	Regional Greenways and Trails Plan	County / Subregional Plan	Other Transportation Plan	Non-Transportation Plan	Other Transportation Plan Specified	Non-Transportation Plan Specified
	Suggested Primary Package of Projects to Shift Travel Mode through Innovation, Access to Transit, Closing System Gaps, and Addressing Barriers to Walking and Cycling Priority Recommendation with Suggested Funding from CMAQ and Other Federal Fund Sources Note: Amounts in blue shaded cells indicate suggested funding less than initial request. Green shaded cells indicate favorable to project. Yellow shaded cells indicate caveats.																																																	
1	BP012120518	North Branch Bicycle Trail Extension – Forest Preserve District of Cook County (FPDCC)	1	$ 7,987,000	$ 3,402,000	Supplements existing funding	0	$ -	$ -	Y	NA	Yes - MD-N RR, Chicago River, and I-94	Y	$7,987,000	$3,402,000	This is a "Primary Trail" in NCFP. Received funding previously from FY 2008 CMAQ; this is a cost increase request. This project will extend an existing trail; the NW limit is the existing trail, connecting north along the North Branch as far as the Botanic Garden. The southeast limit is Foster Avenue, in a Forest Preserve area with existing paths. There are paths across the street from these existing paths leading through Gompers Park. A full connection to the North Branch Riverwalk/North Shore Channel Trail has just a few missing links (mostly crossing Pulaski Road). This will also connect to the Sauganash/Skokie Valley system under development.	Yes, this is a cost increase request.	N	Forest Glen, Edgebrook	N	56A, 84, 92	9019	N	Y - FOREST PRESERVE	N	N	Y	NA	Yes - MD-N RR, Chicago River, and I-94	NA	NA	27876	21466	67308	1	5	NA	Y - Fill Gap in Bikeway network by extending North Branch Trail to city network.	2.7	N	350	57	N	N	NA	N	N	Y	Y	Y	N	Y		Specify: Chicago River Development Plan
2	BP0122931	Bike Parking - Commuter Bike Parking and Promotion, 2013-2016 Series – CDOT	1	$ 2,500,000	$ 2,000,000	Chicago bicycle parking	0	$ -	$ -	Y - Includes rail station parking	NA			$2,500,000	$2,000,000	Project will provide 4,000 new inverted-U racks, twenty single plaza-style racks (each with 6-8 U racks attached) and fourteen units of modular sheltered bicycle parking at rail stations. In total, at least 8,440 parking spaces would be provided.															NA							0.2															
3	BP0122837	Bloomingdale Trail – CDOT	1	$ 67,979,000	$ 2,240,000	Sufficient funding for PE2	0	$ -	$ -	Y	Elevated Rail-Trail	Yes - Kimball, California, Western and Damen Avenues, I-90/94, UPRR	Y	$67,870,000	$51,689,600	Sponsor is requesting additional money for a project previously programmed for engineering. This linear park/bikeway project will link to existing Milwaukee Avenue Bikeway. The segment of this project east of Humboldt Blvd is a "primary trail" on the Regional Greenways and Trails Plan.	Yes, this is a cost increase request.	N	Clybourn	Western	82, 52, 49, 50	31967	N	N	N	N	Y	NA	Yes - Kimball, California, Western and Damen Avenues, I-90/94, UPRR	NA	Elevated Rail-Trail	85294	37576	186509	1	5	NA	Y - Access to 7 distinct bike lanes and marked routes in Chicago, including Milwaukee Ave	2.7	N	2128	287	Acquisition from RR	Y	No	N	N	N	Y	Y	Y	N	Y		Specify: Specifically listed in Mayor Emanuel's CHICAGO 2011 Transition Plan
4	BP0123641	North Branch Riverwalk - Addison Underbridge Connection – CDOT	1	$ 7,113,000	$ 2,824,000	Supplements existing funding	0	$ -	$ -	Y	Underbridge Connection	Yes, Addison Street, Chicago River	Y	$7,113,000	$2,824,000	Sponsor is requesting additional money for a project programmed for ITEP funding ($2 million). This project is a "primary trail" on the Regional Greenways and Trails Plan. It is also an element of a "First Group" recommendation of the Chicago Trails Plan. The project would construct a missing segment of the North Branch Riverwalk bicycle-pedestrian trail and connect existing trail segments. The project includes both an underbridge connection and a bridge across the Chicago River. Addison ADT 25K-27K.	Yes, this is partially funded with ITEP	N	N	N	BL, 152, 77	11947	N	Y - California Park, Clark Park	N	N	Y	NA	Yes, Addison Street, Chicago River	NA	Underbridge Connection	25192	13342	69976	1	5	NA	Y - Extension of North Branch Riverwalk. California/Manor Bike Lane	0.4	N	570	91	N	TBD	No	N	N	N	Y	Y	Y	N	N		
5	BP0123688	BIKE FAC-CHICAGO-STREETS-FOR CYCLING/BIKE 2015 Plan Implementation – CDOT	1	$ 9,250,000	$ 7,400,000	Continued funding of successful program	0	$ -	$ -	Y	Cycle Track Bikeways, Buffered Bikeways, Bicycle Preferred Streets, Bike Boxes, Pavement Markings through Intersections	No	?	$9,250,000	$7,400,000	Implements and extends "Streets for Cycling" Plan and implements strategies specifically called for in Chicago Bike 2015 plan. This project will continue adding 25-50 miles of new bike lanes and adding 25-50 miles of improved bike lanes roadways too narrow for bike lanes. New treatments include 5 miles of cycle tracks, 10 miles of bicycle preferred streets, 10-15 miles of buffered bike lanes, and bicycle-specific treatments at up to 50 intersections.	Yes, this project is for additional phases of a previously funded project.	TBD	TBD	City-wide	City-wide	621082	Chicago CBD	City-wide	N	N	?	NA	No	NA	Cycle Track Bikeways, Buffered Bikeways, Bicycle Preferred Streets, Bike Boxes, Pavement Markings through Intersections	1111447	786233	1317800	1	Bike Lanes: 4; Sharrows: 2; Cycle Tracks: 5; Bike Boulevards: 3; Buffered Bike Lane: 4	NA	Y - Adds to and Improves Chicago Streets for Cycling Network	46.1	N	13905	1992	N	N	NA	N	N	N	?	Y	Y	Y	Chicago Bike 2015 Plan	Specifically listed in Mayor Emanuel's Chicago 2011 Transition Plan
6	BP0123825	CDOT-Lakefront Trail-Navy Pier Flyover – CDOT	1	$ 49,575,000	$ 4,128,000	Additional funds for Central Section only. Supplements existing funding	0	$ -	$ -	Y	Separate Lakefront Trail from Navy Pier traffic	Y - Illinois and Grand Aves, Chicago River	Y	$49,575,000	$11,328,000	This project provides a grade separation for the Lakefront Trail over the entrance to Navy Pier and widens the trail to bikeway standards. This project is for additional funds for the Navy Pier Flyover. Existing CMAQ commitments total more than $22 million. Expected participation from the Chicago Spire did not materialize. The north and central segments of the project are set for an FY 2012 letting. The proposed overpass would replace current at-grade crossing. LSD ADT is 124K.	Yes, this is a cost increase request.	N	N	N	2,29,49,66,124	693	Navy Pier	Jane Addams Park, Ohio Street Beach	N	N	Y	NA	Y - Illinois and Grand Aves, Chicago River	NA	Separate Lakefront Trail from Navy Pier traffic	236811	255024	39519	1	5	NA	Y - Improves Lakefront Path	0.1	N	1441	182	N	Y	Y	N	N	N	Y	Y	Y	N	N		
7	BP0123659	Skokie Valley Trail Corridor (Cor6d Corridor) from Oakton St to Village Limits – Skokie	1	$ 680,000	$ 544,000	Will fill gap in regional project.	0	$ -	$ -	Y	Multi-jurisdictional corridor. Rails to Trails.	No	Y	$680,000	$544,000	RGTP project, filling construction phasing gap. This project is a part of the Skokie Valley Trail now under development. Construction funds have been approved for the Village of Skokie section to the north; and the section in Lincolnwood to the south, linking to the existing Sauganash Trail in Chicago.	N	210	N	Oakton-Skokie	97	7585	Skokie, Oakton Community College	Skokie Water Park and Exploratorium, Emily Oaks Nature Center	N	N	Y	Y - Skokie Valley	No	NA	Multi-jurisdictional corridor. Rails to Trails.	4016	15946	34586	1	5	NA	Y - Will fill gap in funded sections of Skokie Valley Trail, and connect to Howard Avenue Bike Lanes.	0.8	N	145	24	N	N	NA	N	N	N	Y	Y	Y	Y	N	Skokie Bicycle Facility Plan 2003
8	BP0123608	Skokie Valley Trail from Lake Cook Rd to Old Orchard Rd – Wilmette	1	$ 6,864,000	$ 500,000	E1 only; bumped up estimate	0	$ -	$ -	Y	Multi-jurisdictional corridor. Rails to Trails.	Y - North Branch Chicago River	Y	$6,864,000	$5,491,000	Major new trail, filling gap between development in Skokie, Lincolnwood and Chicago in the south with Lake County in the north. In 2007 Feasibility study done. UPRR Chairman has sent a letter promising UPRR cooperation with the project. The project will improve non-motorized access to community facilities, schools, employment centers, and shopping. The path crosses the North Branch Trail. The trail was a recommendation of the Skokie Valley Bicycle Committee. Construction is anticipated.	N	213, 630, 626, 473, 421, 423, 422	N	N	N	13152	Northbrook Court, Northfield, Old Orchard	Chicago Botanic Gardens, Skokie Lagoons	N	N	Y	Y - Skokie Valley	Y - North Branch Chicago River	NA	Multi-jurisdictional corridor. Rails to Trails.	2315	34893	35904	1	5	NA	Y - will fill gap in funded and completed sections of Skokie Valley Trail, and connect to the Skokie Valley Trail.	6.7	N	125	25	N	Y	N	N	N	N	Y	Y	Y	Y	N	Skokie Valley Trail Feasibility Study
9	BP0123702	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail – Lincolnwood	1	$ 860,000	$ 688,000	Supplements existing funding	0	$ -	$ -	Y	Rails to Trails Project	No	Y	$860,000	$688,000	This project will connect to the City's Weber Spur Trail, which will in turn connect to the Milwaukee Ave Bikeway and the Sauganash/Skokie Valley system. Connects to Lincolnwood Town Center on north, a major regional shopping and employment site. Via Northeast Parkway on-street connector, will connect to the North Shore Channel Trail.	Y - This is a cost increase request.	210, 290	N	N	N	6130	Lincolnwood Town Center	N	N	N	Y	N	No	NA	Rails to Trails Project	6680	28430	37347	1	5	NA	Y - will extend the Weber Spur Trail Chicago is developing	1.1	N	209	30	N	Y	N	N	N	N	Y	Y	Y	Y	N	Lincolnwood Bikeway Plan 2006
10	BP0123725	Touhy Avenue Overpass – Nor Skokie Valley Bike Trail – Lincolnwood	1	$ 1,790,000	$ 1,432,000	Supplements existing funding	0	$ -	$ -	N	Multi-jurisdictional corridor. Rails to Trails.	Y - Touhy Ave, ADT 43K, Minor Arterial	N	$1,790,000	$1,432,000	Cost increase for prior approved CMAQ project, resulting from adding grade-separated crossing to scope. Existing funding $814,000. Skokie Valley Trail, grade-separated crossing of Touhy Avenue. According to sponsor, IDOT suggested grade separation.	Y - This is a cost increase request.	290	N	Skokie-Oakton	N	5548	Skokie, Oakton Community College	N	N	N	Y	Y - Skokie Valley	Y - Touhy Ave, ADT 43K, Minor Arterial	NA	Multi-jurisdictional corridor. Rails to Trails.	871	13493	21499	1	5	NA	Y - Grade Separation to be added to existing programmed project	0.2	N	106	19	N	N	NA	N	N	N	Y	Y	Y	Y	N	Lincolnwood Bikeway Plan 2006
11	BP0123548	Ballard Rd from Bender Rd to Dee – Des Plaines	1	$ 533,000	$ 426,000	ARRA needed ROW	0	$ -	$ -	Y	Multi-jurisdictional corridor. Levee 50 considerations	I-294 Tri-State Tollway	N	$533,000	$426,000	Part of NWMC Golf Rd Corridor project. Major barrier crossing across I-294. Connects directly to recently completed segment of Des Plaines from 50 condo project. Des Plaines. Revised submittal reflects need for phase-1 and ROW.	Y - ARRA Project that needed ROW	240	Des Plaines	N	N	N	4084	Des Plaines	N	N	Y	Y - Golf Rd	I-294 Tri-State Tollway	NA	Multi-jurisdictional corridor	2927	10210	25809	2	5	NA	Y - Connects to Des Plaines Town Center	0.5	N - Sight Line Issue	92	24	N	Y	N	N	N	N	Y	Y	N	Y	N	City of Des Plaines Bicycle Network
12	BP0123555	Shoe Factory Road / I-90 Bicycle and Pedestrian Project – Hoffman Estates	1	$ 993,000	$ 794,300	Fills major gap. Regional Corridor. I-90 Opportunity. Prairie Stone	0	$ -	$ -	N	Multi-jurisdictional corridor	CN RR, I-90	Y	$993,000	$794,300	Part of NWMC Golf Rd Corridor project. GWTP Facility. Major barrier crossing across I-90. Connects directly to GWTP Poplar Creek Facility as well as to Prairie Stone development, a major regional employment center.	N	610, + new service proposed with managed lane	N	N	N	564	Prairie Stone	Poplar Creek Forest	N	N	Y	Y - Higgins Alt 1	CN RR, I-90	NA	Multi-jurisdictional corridor	236	3177	3940	0	5	NA	Y - Connects to Poplar Creek Trail	3.0	N	3	0	ICC Order	N	NA	N	N	N	Y	Y	Y	Y	N	Hoffman Estates Comprehensive Bicycle Plan and Map
13	BP0123558	Des Plaines Pedestrian Facility Project2	1	$ 181,000	$ 144,800	Innovation: Pedestrian Refuge	0	$ -	$ -	Y	Pedestrian Safety Improvement: Median Crossing	N	Y	$181,000	$144,800	2 separate median refuge projects, both on RGTP sites. Downtown Des Plaines site links Metra Station with Pace terminal. Mt. Prospect bd site provides regional trail crossing across four-lane arterial. Engineering is not included in the funding request or the timeline.	N	250, 208, 226, 230, 234, 209	Des Plaines	N	N	1779	Des Plaines	N	N	N	Y	NA	N	NA	Pedestrian Safety Improvement: Median Crossing	2156	6470	10747	NA	NA	Y	NA	0.2	NA	35	6	N	N	N	N	N	N	Y	Y	Y	Y	N	City of Des Plaines Proposed Bicycle Network
14	BP0123561	US Route 12 (Rand Rd) Sidepath – Golf Rd to Elk Blvd – Des Plaines	1	$ 1,220,000	$ 976,000	Regional Corridor	0	$ -	$ -	Y	Multi-jurisdictional corridor	UPRR	N	$1,220,000	$976,000	Part of NWMC Golf Rd Corridor. Links downtown Des Plaines to commercial/residential area in northwest side of town. Northern terminus is sidewalk at this time or low speed-volume Sengers Road alternative to Golf Road. At south, the City has received approval for the incorporation of new sidepath from Elk Boulevard south to Ballard Road as part of an IDOT bridge replacement project. This will then tie in to the new sidepath on the Ballard Road bridge that completed along the north side of Ballard Road to carry regional bicycle traffic.	N	234, 208, 619	Des Plaines, Cumberland	N	N	2275	Des Plaines	N	N	N	Y	Y - Golf Rd	UPRR	NA	Multi-jurisdictional corridor	3021	14830	21203	1	5	NA	Y - link to Des Plaines River Trail via complete streets bridge improvements by IDOT	1.0	N	65	11	N	N	NA	N	N	N	Y	Y	Y	Y	N	City of Des Plaines Proposed Bicycle Network
15	BP0123563	Higgins, Golf, and Roselle Road Corridor Bikeways – Schaumburg	1	$ 4,976,000	$ 3,980,800	Fills major gap. Regional Corridor. I-90 Opportunity. Schaumburg	0	$ -	$ -	N	Multi-jurisdictional corridor	I-90 Jane Addams Tollway	N	$4,976,000	$3,980,800	This project addresses gaps in the NWMC Golf and Higgins corridors within the Village of Schaumburg. The project provides critical connectivity across I-90 (at Roselle). The bikeway will provide access and linkage to Pace's Northwest Transportation Center and numerous Pace bus routes, as well as a major employment center. This path would provide connection to office complexes with nearly 2,000,000 square feet of office space, 8,000,000 square feet of industrial development and over 5,000,000 square feet	N	696	N	N	N	30679	Schaumburg, IDOT 01 Offices	Busse Woods, Paul Douglas Forest	N	N	Y	Y - Golf Rd	I-90 Jane Addams Tollway	NA	Multi-jurisdictional corridor	653	53781	21587	0	5	NA	Y - Fill Gap in Bikeway Network between Paul Douglas and Schaumburg	1.6	N	48	10	N	N	NA	N	N	N	Y	Y	Y	Y	N	Schaumburg Bikeway Plan
16	BP0123624	Golf Road Alternate #3 – Regional Bike Route/Path, per NWMC 2010 Bike Plan – Mount Prospect	1	$ 412,000	$ 292,000	Regional Corridor	0	$ -	$ -	Y	Multi-jurisdictional corridor	No	N	$412,000	$292,000	The proposed project will complete the Mount Prospect portion of the Golf Road Regional Bicycle Corridor Alternate #3 segment in the NWMC 2010 Bike Plan. The east project limit links across NW Highway at the Metra UPNW line to the proposed City of Des Plaines extension along NW Highway. The west limit links to a signed bike route in the Village of Arlington Heights west of Douglas Avenue. The proposed scope of work involves the ped signal installations, 8-feet-wide concrete shared-use path, and the installation of bike route signage. An existing 5-feet-wide concrete sidewalk will be replaced with the 8-feet wide concrete path. Also included is the installation of Pedestrian Railroad Crossing Gates at Union Pacific Northwest Metra line. NWMC Plan shows part of marked route as "existing." B-Road crosser meets AASHTO minimum, but 10' is desirable.	N	234	Mount Prospect, Cumberland	N	N	32783	N	N	N	N	Y	Y - Golf Rd	No	NA	Multi-jurisdictional corridor	2483	15568	42937	1	2 (moo5), 5	NA	Y - Intersects N-1. Marked Bike Routes	3.1	Y - This is partially an on-street project	89	19	ICC Order	N	N	NA	N	N	N	Y	Y	Y	Y	N	Mt. Prospect Bike Routes (2007)
17	BP0123670	Cleveland Street (Pedestrian Facility Project)	1	$ 142,000	$ 102,000	Innovation: Rapid Flash Crossing Treatment	0	$ -	$ -	N	Rapid-flash pedestrian beacons	N	N	$142,000	$102,000	Provides pedestrian rapid-flash crossing treatment improvements crossing Caldwell and Harlem Ave in Niles. Links to North Branch Trail.	N	411	N	N	N	1628	N	North Branch Chicago River	N	N	N	NA	N	NA	Rapid-flash pedestrian beacons	142	1677	4869	NA	NA	Y	NA	0.0	NA	16	1	N	N	NA	N	N	N	Y	N	N	N	Y		GO TO 2040 Access to Transit
18	BP0123695	Overpass at IL Route 72 (Higgins Road) in Busse Woods – Elk Grove Village	1	$ 4,925,000	$ 3,495,000	Innovation: Pedestrian Refuge	0	$ -	$ -	N	Multi-jurisdictional corridor **Traffic flow benefit**	Y - Higgins Rd, 34K ADT	Y	$4,925,000	$3,495,000	SRA-Trail grade separation. The proposed improvement consists of constructing a multiuse overpass along the Busse Woods Trail System over Illinois Route 72 (Higgins Road). The existing at-grade path crosses the six-lane arterial roadway at the signalized intersection of Illinois Route 72 and the Interstate 290 Northbound Frontage Road. The roadway carries 34,100 vehicles per day and the ramps carry nearly 15,000 vehicles per day. These heavy traffic volumes coupled with the high vehicular speeds encountered on the routes create a hazardous crossing for users of the trail and discourage use of the existing trail system. I-290 mainline impacted. RTOC members have expressed interest in this project.	N	N	N	N	N	0	Schaumburg	Busse Woods	N	N	Y	Y - Higgins	Y - Higgins Rd, 34K ADT	NA	Multi-jurisdictional corridor. **Traffic flow benefit**	827	6984	3192	1	5	NA	Y - Grade separation for Busse Woods crossing of Higgins Rd	0.1	N	11	1	4(f) possible	N	NA	N	N	N	Y	Y	Y	N	N	
19	BP0123732	IL 58/Golf Rd Bike Path Extension from IL 53 to Busse woods Forest Preserve Trail – Rolling Meadows	1	$ 790,800	$ 632,600	Regional Corridor	0	$ -	$ -	N	Multi-jurisdictional corridor	Y - I-290/IL 53	Y	$790,800	$632,600	This project will close two major gaps in the NWMC Golf Corridor on the border of Schaumburg, Rolling Meadows, and Elk Grove Village. The project provides critical connectivity across I-90 (at Roselle) and across IL 53 (at Golf Rd). The bikeway will provide access and linkage to Pace's Northwest Transportation Center and numerous Pace bus routes, as well as a major employment center. This path would provide connection to office complexes, industrial development, and major retail development. The path would connect downtown Schaumburg, Rolling Meadows, Elk Grove Village, and Ned Brown Forest Preserve.	N	208, 606, 757, 696		N	N	472	Schaumburg	Busse Woods	N	N	Y	Y - Golf Rd	Y - I-290/IL 53	NA	Multi-jurisdictional corridor	894	27899	6992	1	5	NA	Y - Fills Gap between Busse Woods and Schaumburg Bikeways at McCormor Pkwy	0.2	N	28	3	Resolved	N	N	NA	N	N	N	Y	Y	Y	Y	N	
20	BP0123676	Butterfield Rd from Wolf Rd to Mannheim Rd – Hillside	1	$ 1,130,000	$ 852,000	Fills major gap in Prairie Path	0	$ -	$ -	Y	NA	No	Y	$1,130,000	$852,000	Project is a multi-use path + a sidewalk. Project completes a gap in the Illinois Prairie Path in Hillside identified in the Regional Greenways and Trails Plan. The project will be in conjunction with a highway improvement to Butterfield Road. The project will also extend the multi-use path improvement to the trail's current terminus on Mannheim Road. Specific alternatives for addressing existing crossing at Warren Avenue are being addressed.	Y (roadway reconstruction)	310, 330	Bellwood	N	N	12966	N	N	N	N	Y	Y	NA	No	NA	NA	1259	9463	28246	1	5	NA	Y - Would fill gap in Illinois Prairie Path	1.2	N	112	14	N	Y	N	N	N	N	Y	Y	Y	Y	N	
21	BP0123826	Madison St from Home Ave to Lombard Ave – Oak Park	1	$ 570,000	$ 456,000	Road Diet	0	$ -	$ -	Y	Road Diet, Suburban Bike Lanes	No	N	$570,000	$456,000	The proposed facility is an on-street, buffered bicycle lane on both sides of Madison Street between Home Ave and Lombard Ave. in Oak Park. Home Ave. and Lombard Ave. are classified as bicycle boulevards in the Oak Park proposed bike network. The proposed facility will also provide connections with proposed bike facilities on Oak Park Avenue, East Avenue, and Ridgeland Ave. The proposed bike lanes feature colored pavement and wide buffer areas to separate them from the driving lanes. Proposed bike boxes at selected signalized intersections will also create a safer environment for bicyclist. The proposed bike facility will be constructed as part of a streetscape project on Madison Street between Harlem Avenue and Austin Boulevard. The streetscape project incorporates complete streets concepts into its design and features a road diet which eliminates a vehicular travel lane in each direction. Schedule too optimistic.	N	311, 315, 320	Oak Park	Harlem - Green, Harlem - Blue, Oak Park - Green, Oak Park - Blue, Ridgeland, Austin - Green, Austin - Blue	N	22886	N	N	N	N	N	N	NA	No	NA	Road Diet, Suburban Bike Lanes	40272	18820	66794	3	5	NA	N - Planned Village-wide network would have 3 connecting routes, but they have not yet been implemented	1.1	N	533	77	N	N	NA	N	N	N	Y	N	N	Y	N	Oak Park Bike Plan
22	BP0123532	Cal Sag Greenway Bike Trail from IL 83 to 127th St – Palos Heights	1	$ 2,671,000	$ 181,000	Supplements existing funding	0	$ -	$ -	Y	Multi-jurisdictional corridor	NS/Metra SWS RR, Harlem Ave (31K ADT), Ridgeland Ave (33K ADT), Calumet Sag Channel	Y	$2,671,000	$181,000	Project is nearly ready to go, has substantial construction funding, and is seeking gap financing. This is the Palos Heights segment of the Calumet Sag trail, now in development. This segment extends from Southwest Highway to Ridgeland Avenue. This request is for construction engineering funds and a small ROW cost for a Calumet Sag Trail segment. This segment has a construction grant of $1,258 million in ITEP funds. The overall trail is 33 miles long, extending from the Burnham Greenway in Burnham to the I&M Canal in Lemont. The project is identified as a "primary trail" in the Regional Greenways and Trails Plan. Several other segments are also proposed for implementation with CMAQ funds. This segment is sponsored by the City of Palos Heights and will link to various community facilities and to the Palos Park Bikeway Network.	Y - This is a cost increase request; project has received partial ITEP funding and is seeking the remainder of the federal funds necessary for the project.	386	Palos Heights, Palos Park	N	N	6461	N	Calumet-Sag Forests	N	N	Y	SS Calumet Sag	N	NA	Multi-jurisdictional corridor	1197	14939	18878	1	5	NA	Y - Connects to Tinley Creek Trail	2.4	N	42	7	N	Y	N	N	N	N	Y	Y	Y	N	N	
23	BP0123627	Cal Sag Trail (West) Project - Alsip/Palos Park Segment – Alsip Park District	1	$ 3,323,000	$ 326,000	Supplements existing funding	0	$ -	$ -	Y	Multi-jurisdictional corridor	N	Y	$3,323,000	$326,000	Project is nearly ready to go, has substantial construction funding, and is seeking gap financing. This is the combined Alsip and Palos Park segments of the Calumet-Sag trail, now in development. These segments extend from IL 83 to Southwest Highway and from Ridgeland Avenue to Laramie. This request is for construction engineering funds. This segment has a construction grant of $1,632 million in ITEP funds. The overall trail is 33 miles long, extending from the Burnham Greenway in Burnham to the I&M Canal in Lemont. The project is identified as a "primary trail" in the Regional Greenways and Trails Plan. Several other segments are also proposed for implementation with CMAQ funds. This segment is sponsored by the Alsip Park District and will link to various community facilities and to the Palos Park Bikeway Network.	Y - This is a cost increase request; project has received partial ITEP funding and is seeking the remainder of the federal funds necessary for the project.	N	Palos Heights, Palos Park	N	N	8351	N	N	N	N	Y	SS Calumet Sag	N	NA	Multi-jurisdictional corridor	1288	21322	24004	0	5	NA	N	2.4	N	52	13	N	Y	N	N	N	N	Y	Y	Y	Y	N	
24	BP0123651	Oak Park Av-Complete Streets to provide a multi-use path and on-road bike lanes – Tinley Park	1	$ 709,000	$ 567,000	Complete Streets Proposal	0	$ -	$ -	Y	Suburban Bike Lanes	N	N	$709,000	$567,000	Project connects Tinley Park Convention Center and surrounding commercial area with the Tinley Park Metra Station and downtown Tinley Park with a bikeway. The project uses a mix of bike lanes and off-street facilities. The project takes a complete streets approach. The project will also serve multiple schools.	N	356, 386	Tinley Park	N	N	5692	Tinley Park	N	Y	N	N	N	N	NA	Suburban Bike Lanes	1392	10881	17131	1	4	NA	N	1.6	N	42	11	N	N	NA	N	N	N	Y	N	Y	Y	N	
25	BP0123666	Burnham Greenway Trail from State St to Brainard and Burnham – Burnham	1	$ 4,244,500	$ 3,161,600	Completes major gap in Burnham Greenway	0	$ -	$ -	Y	Multi-jurisdictional corridor	Y - CSX RR and Grand Calumet River	Y	$4,244,500	$3,161,600	Project has received design approval (using ITEP funds). Requesting PE2 and Construction Funds; no ROW required. This is a key missing link in the Regional Greenways and Trails Plan. Only unfunded gap in the Burnham Greenway, a part of the Grand Illinois Trail. The segment immediately to the north was recently granted ITEP funds for construction. This project will cross major barriers (the Grand Calumet River and the CSX railroad) with two new bridges. Closing this gap will create connections between Chicago and south suburban residential and employment centers. In addition, closing this gap will also link the Lakefront Trail in Chicago with the Thorn Creek Trail and Old Plank Road Trail in the south suburbs and the Penny Greenway in Indiana.	Y - TCSP and ITEP have funded engineering. Project is seeking construction funds only.	355, 368, 364	Hegewisch (S)	N	30	7860	N	N	N	N	Y	SS Burnham Greenway	Y - CSX RR and Grand Calumet River	NA	Multi-jurisdictional corridor	2450	2912	20695	1	5	NA	Y - Complete a gap in the Burnham Greenway extending from a funded trail segment to an existing trail segment	1.2	N	66	18	N	N	NA	Y	N	Y	Y	Y	N	N	
26	BP0123442	N Aurora Rd multi-use path from Pennsbury Ln to Weston Ridge Dr – Naperville	1	$ 2,673,000	$ 984,000	ROW acquisition for bikeway as part of viaduct reconstruction	0	$ -	$ -	Y	NA	CN/EJE RR	N	$2,673,000	$984,000	Project has received design approval, and is seeking CMAQ funds for ROW acquisition. This project will provide ROW for bike ped accommodations as part of a railway underpass widening project. Bikeway sits in proposed ROW, not existing ROW. This project will overcome existing barrier across EJE/CN ROW. Part of project to TIP number 08-06-0028. Project will improve access to nearby Route 59 Metra station and to the new Metra Valley High School. Sponsor states that project in DuPage County Bike Plan and GWTP, but the section in those plans (n/s along EJE ROW) is in fact not part of the project; rather, the project crosses the EJE.	Y (viaduct reconstruction with roadway reconstruction and bikeways)	N	Route 59	N	N	3529	N	N	N	N	Y - Widening North Aurora Road Viaduct	NA	NA	6053	10588	14358	1	5	NA	Fairway Drive On-Street Path	1.2	N	11	1	N	Y	N	Y	N	N	Y	Y	Y	N	N	Specify: North Aurora Road improvement http://www.naperville.il.us/nour.aspx#nourimprovements.aspx
27	BP0123443	Illinois Route 53 Pedestrian Bridge at Prentiss Creek – Woodridge	1	$ 5,834,000	$ 1,069,000	Supplements existing funding	0	$ -	$ -	N	NA	IL 53, ADT 30K	N	$5,834,000	$1,069,000	On-going project is expecting design approval shortly. Project is seeking construction and construction engineering funds through the CMAQ program. No ROW required. Construction is funded through STP ($3,074,000). The project links the Southern DuPage Regional Trail to the West Branch DuPage River Trail. Mixed commercial, residential, and recreational uses (Seven Bridges County Club) are on west side of the bridge; residential area is on the east side of the bridge. Project provides grade separated alternative to existing at-grade crossing alignment of local facility. Served by Pace routes 820 and 824.	Y - Project with STP funding seeking cost increase. Construction expected FY 11.	820, 824	N	N	N	644	Seven Bridges	N	N	N	N	N	IL 53, ADT 30K	NA	NA	44	2212	12850	1	5	NA	Y - Provides grade-separated facility over IL 53 from existing E Branch DuPage River Trail to existing trails in surrounding neighborhood	0.1	N	14	4	N	N	NA	N	N	N	N	N	N	N	N	Woodridge Bikeway Study [alternative alignment]
28	BP0123632	Mallard Lake Segment - North Central DuPage Regional Trail – Forest Preserve District of DuPage County (FPDDC)	1	$ 4,400,000	$ 3,520,000	Completes major gap in a Regional Trail	0	$ -	$ -	N	NA	County Farm Road, ADT 22K	Y	$4,400,000	$3,520,000	This project is to complete a gap in the North Central DuPage Regional Trail by completing a bikeway through Mallard Lake Forest Preserve, with a new bike bridge over County Farm Road, an SRA with an ADT of 22,900 and a speed limit of 45 mph. This speed limit makes the County Farm Road crossing unsuitable for Pedestrian Hybrid Beacons. The project also includes a second bike bridge over the West Branch of the DuPage River. The Trail travels through forest preserve to the east and west of the project, but links residential, commercial and industrial areas to the east in Hanover Park. Construction of this project will complete a missing link in the Regional Trail to the west in Bartlett. But for the gap this project will close, the North Central DuPage Regional Trail would extend from the West Branch DuPage River Trail in Bartlett to Schaumburg. Future extensions are planned to the Illinois Prairie Path Elgin Branch. Matching funds are coming from the Forest Preserve District Budget. Project phasing seems too optimistic. No transit.	N	N	N	N	N	3393	N	Mallard Lake	N	N	Y	North Central DuPage Regional Trail	County Farm Road, ADT 22K	NA	NA	0	1728	14029	0	5	NA	Y - Will fill gap between existing facilities on the North Central DuPage Regional Trail	1.0	N	20	2	N	N	NA	N	N	N	Y	Y	Y	N	N	
29	BP0123633	Winfield Mounds Segment - West Branch Regional Trail – Forest Preserve District of DuPage County (FPDDC)	1	$ 3,635,000	$ 2,908,000	Completes a major gap in a regional trail	0	$ -	$ -	Y	Riverwalk coordination; alignment through railroad bridge	West Branch DuPage River, UPRR West Line	Y	$3,635,000	$2,908,000	This project is the Winfield Mounds Segment ofthe West Branch Regional Trail and fills in a substantial gap in the West Bran

CMAQ 2012-16 Bicycle and Pedestrian Project Submittals Sorted by Project Package

| Projects | | | Primary Package | | | Secondary Package | | |

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CMAQ 2012-16 Bicycle and Pedestrian Project Submittals Sorted by Project Package

Projects				Primary Package			Secondary Package																																																			
	CMAQ ID Number	Brief Project Description and Sponsor	Primary Package > 1	Total Cost - Projects in Package	Suggested Federal Share - Projects in Primary Package	Proposal Note	Eliminate Secondary Barriers and Gaps Package > 1	Total Cost - Projects in Package	Suggested Federal Share - Projects in Secondary Package	Access to Transit (>1000 boardings)	Innovation	Grade -Separated Barrier Crossed	Regional Greenways and Trails Plan	Total Project Cost	Federal Request	Project Understanding	Previous Federal-Process Funding?	Pace Bus Access Abuts Project	Metra Station Access in Buffer Area	CTA Rail Station Access in Buffer Area	CTA Bus Access Abuts Project	Total Primary and Secondary School Enrollment	CBDs or Activity Center Served?	Regional-Scale Park or Recreation Destination Served?	Complete Streets Retrofit?	Complete Streets Part of Larger Highway Project?	Regional Greenways and Trails Plan	Subregional Plan Corridor	Grade -Separated Barrier Crossed	Encouragement (Describe)	Innovation	Transit Boardings in Buffer Area	Estimated Employment in Buffer Area	Estimated Population in Buffer Area	Facility Attractiveness Before	Facility Attractiveness After	Target Arterials/Collectors (Ped Only)	Develop Bikeway Network?	Lenght in Miles	BLOS B Achievable?	Total of All Bike and Ped Crashes in Buffer Area	Total K & A Bike and Ped Crashes in Buffer Area	Contingencies and Conflicts	ROW Required?	ROW Complete?	Design Approval Received?	Construction Documents Approved?	Has Detailed Cost Estimate?	Regional Greenways and Trails Plan	County / Subregional Plan	Other Transportation Plan	Non-Transportation Plan	Other Transportation Plan Specified	Non-transportation Plan Specified
26	BP12123619	St. Francis Road Multi-Use Trail – Frankfort	0	$ -	$ -	Frankfort projects need to be prioritized	1	$ 177,000	$ -	N	NA	N	Y	$177,000	$142,000	This project will close a gap in the Frankfort trail system between the north end of the Pfeiffer Road Trail and the bikeway along St Frances Street, which makes its way to Lincoln Way HS North and to the Indian Boundary Parks. (There will still be a gap north of US 30 for future development to extend south to the Old Plank Road Trail). This short stretch crosses a utility row between Walnut Dr and 84th Ave. The project is on the Regional Greenways and Trails Plan as a primary route, eventually planned to connect to the Tinley Creek Trail east of Frankfort Square. No transit	N	N	N	N	N	5716	N	N	N	N	Y	NA	N	NA	NA	0	1493	7470	1	5	NA	Y - This project will close a gap in the Frankfort trail system between the north end of the Pfeiffer Road Trail and the bikeway along St Frances Street, which makes its way to Lincoln Way HS North and to the Indian Boundary Parks	0.6	N	1	1	N	N	NA	N	N	Y	Y	N	Y	N	*Village of Frankfort Bicycle Plan*	
27	BP12123649	Division Street and Gougar Road Bicycle Facility – Lockport	0	$ -	$ -		1	$ 1,195,000	$ -	N	NA	N	N	$1,195,000	$876,000	This project is for a bikeway along Division and Gougar Rds in Lockport: This path will connect to the ITEP funded bicycle path along the west side of Farrell Road from Division to 7th Street, and will eventually connect to Veteran's Memorial Trail along I-355. This path will connect the residential area along Division and Gougar to the commercial corridor along Farrell Road, including Walgreens, Jewel-Osco, Lockport Township High School, Butler Elementary School and Walmart. This project is identified in the Lockport Bicycle Pedestrian System Master Plan as a Recommended Trail Priority Project. This path is also part of the Primary Arterial Trails proposed by the I-355 Area Trails Master Plan. The AOTs for these roads are 6000-7000. Division is a collector; Gougar is a minor arterial. No transit. Received revised proposal to reflect 10' path.	N	N	N	N	N	9588	N	N	N	N	N	NA	N	NA	NA	1	1979	8990	2 (wide lanes)	5	NA	Y - This project will connect to the ITEP funded bicycle path along the west side of Farrell Road from Division to 7th Street, and will eventually connect to Veteran's Memorial Trail along I-355	2.0	N	1	0	N	Y	N	N	N	Y	N	Y	Y	N	*Lockport Bike/Ped System Master Plan*	
28	BP12123650	City of Lockport - 151st Street Bicycle Facility – Lockport	0	$ -	$ -		1	$ 525,000	$ -	N	NA	N	N	$525,000	$420,000	This project provides a bikeway on 151st Street from Archer to Farrell. The project will connect to the existing bicycle path along the south side of 151st Street to Huntington Drive, but will eventually connect to Veteran's Memorial Trail along I-355. This path will connect the residential area along 151st street to the commercial corridor along Archer Avenue including the City of Lockport American Legion Hall and the commercial corridor along Farrell Road, including Walgreens, Jewel-Osco, Lockport Township High School and Walmart. This path is also part of the Primary Arterial Trails proposed by the I-355 Area Trails Master Plan that will eventually connect to the Veteran's Memorial Trail currently being planned along I-355 (see proposed Primary Arterial Trails Map). No Transit. 151st is a collector with ADTS 3K - 4.5K. Received revised proposal to reflect 10' path.	N	N	N	N	N	2774	N	N	N	N	N	NA	N	NA	NA	4	971	6582	1	5	NA	Y - The project will connect to the existing bicycle path along the south side of 151st Street to Huntington Drive, but will eventually connect to Veteran's Memorial Trail along I-355.	0.7	Maybe, but will not address needs of pedestrians	7	2	N	N	N	N	N	N	Y	N	Y	Y	N	*Lockport Bike/Ped System Master Plan*	
29	BP12123551	Kensington Rd from Evanston Ave to Forest Ave – Arlington Heights	0	$ -	$ -		1	$ 215,000	$ -	N	NA	No	N	$215,000	$160,000	The project extends a bikeway under development in Mount Prospect, CMAQ-funded. Mt Prospect is also planning to extend that project to the east to near River Road (adjacent to the Forest Preserve). This project will serve Prospect High School.	N	696	N	N	N	5224	N	N	N	N	N	N	No	NA	NA	114	5797	15948	2	5	NA	Y - Connects to Kensington Facility in PE 2 in Mt Prospect		N	33	12	N	N	NA	N	N	Y	Y	N	N	Y	N	*Arlington Heights Bikeway Plan*	
30	BP12123617	New Bicycle/Pedestrian Bridge across US 14 (Northwest Highway) and Union Pacific RR tracks (Mt Prospect) – Mount Prospect	0	$ -	$ -		1	$ 3,150,000	$ -	N	Crosses Subregional Corridor	Y - US 14 Northwest Highway (ADT 13,500) and UPRR	N	$3,150,000	$2,520,000	Project is not included in the plans we have found, but links to NW Highway Regional Corridor in the NWMC bike plan. The project extends a bikeway in Mount Prospect, linking community to parks and trails on both sides of Northwest Highway. RR is a few feet above grade; 20' clearance above RR; cost seems somewhat low. UPRR and NW Highway present a barrier to bicyclists and pedestrians. Currently, the nearest crossing point from the proposed bridge location is 3,600 feet (0.68 miles) to the west and 1,800 feet (0.72) miles to the east. Evidence exists that illegal crossings are currently being made over the railway and highway, to and from the high school or the parks on either side. Directly links to destinations such as Prospect High School, Fairview Elementary School, residential neighborhoods, commercial developments and public transportation.	N	N	N	N	N	6093	N	N	N	N	N	Y - Northwest Corridor	Y - US 14 Northwest Highway (ADT 13,500) and UPRR	N	64	5230	16843	0	5	NA	N		N	40	10	RR approval	N	NA	N	N	N	Y	N	N	N	Y		*Northwest Highway Corridor Plan*	
31	BP0123567	Bicycle Parking Lockers for Hubbard Woods, Winnetka and Indian Hill UP-N Metra Stations – Winnetka	0	$ -	$ -		1	$ 85,000	$ -	Y - Includes rail station parking	NA			$85,000	$68,000	12 lockers at each of 3 Metra stations in Winnetka, along the Green Bay Trail. Lockers will serve both the stations and the trail.																																							NA		
32	BP0812579	Wheaton and College St Metra Station Covered Bicycle Parking – Wheaton	0	$ -	$ -		1	$ 300,000	$ -	Y - Parking at Metra Stations	NA			$300,000	$240,000	As part of the first stage of implementing the Wheaton Bicycle Plan, Wheaton is requesting funding forcovered bicycle parking at its Metra Stations. The Metra stations are adjacent to the Illinois Prairie Path.																																							NA		
33	BP1812655	Bicycle Parking Facility adjacent to Lake Forest Train Station – Lake Forest	0	$ -	$ -		1	$ 59,800	$ -	Y - Includes train station parking	NA			$59,800	$47,840	This project is for bike parking at the Lake Forest Train Station. The Robert McClory path also extends through this facility. Sponsor requested engineering I, engineering II, and construction funds. E-1 is not necessary for bike parking. On the other hand, construction in FFY 12 is too optimistic.																																							NA		
Projects Submitted for CMAQ Funding not included in a Priority Package																																																										
1	BP0123043	41st St Bicycle-Pedestrian Bridge – CDOT	0	$ -	$ -	Alternative to 42nd Street more ready.	0	$ -	$ -	Y	NA	Yes - Metra Electric District RR, Illinois Central RR, and Lake Shore Drive	N	$23,915,500	$17,532,400	Sponsor is requesting additional money for project with previous CMAQ funding ($1.6 million for engineering). Project provides access to Lakefront Trail from a dense neighborhood in Chicago, but is not included in RGTP itself. This project is included in the South Lakefront Access Study plan, and was a recommendation in the "very high" priority group, being the third-highest-ranking unbuilt project in the plan's priority calculations. The project will cross both Lake Drive and the CN/Metra Electric railroad tracks. LSD is an expressway with 97K ADT	Yes, this is a cost increase request.	N	N	N	N	N	3387	N	Y - Burnham Park	Y - Provide accommodations for Lake Shore Drive Improvement		N	N	NA	NA	10649	1483	20569	1	5	NA	Y - Provides access to Lakefront Path.	0.2	N	152	30	N	N	NA	N	N	Y	N	N	N	Y	N	*South Lakefront Access Study*	
2	BP0123661	IL 21/Milwaukee Ave at Castillian Ct Pedestrian Signal Improvements – Glenview	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$130,000	$104,000	This project adds pedestrian signals with countdown timers and pushbuttons at the intersection of Milwaukee Avenue and Castillian Court. Approximate AOT 30,000 at this intersection. The intersection does not have pedestrian signals at this time. May support BP0123684, Milwaukee Ave bikeway, if selected.	N	270, 272	N	N	N	448	Milwaukee Ave Commercial Corridor	N	N	N	N	N	NA	N	NA	NA	72	4085	3276	NA	NA	Y	NA	0.1	NA	10	2	N	N	NA	Permit Project Approved	Permit Project Approved	Y	N	N	N	Y		GO TO 2040 Access to Transit
3	BP0123728	Prospect Heights Connectivity Bike Plan - Segment 1 – Prospect Heights Park District	0	$ -	$ -		0	$ -	$ -	N	NA	No	N	$248,000	$199,000	Project connects neighborhood to Prospect Heights Trail, part of OWTP. It will also provide a direct connection between the older neighborhoods of Prospect Heights with the large industrial area along the CN Railroad. It will also provide the older neighborhoods with a direct connection to the Prospect Heights Metra Station.	N	224	Prospect Heights Connected to Project by Prospect Heights Trail, just outside 1-mile buffer	N	N	N	412	N	N	N	N	N	No	NA	NA	54	9958	12975	1	5	NA	Y - Connects to Existing Prospect Heights Trail	0.5	N	22	6	N	Y	N	N	N	Y	N	N	N	Y	N		
4	BP0123729	Prospect Heights Arterial Route Sidewalks – Prospect Heights	0	$ -	$ -	Projects need to be prioritized	0	$ -	$ -	N	NA	N	N	$17,925,500	$14,342,000	Project provides pedestrian facilities for arterial roads throughout northwest suburban communities. Many of the missing sidewalks were identified as problematic in the Palatine-Willow Corridor study approximately 6 years ago. Sidewalks will link community to community facilities, including Metra Station, village facilities (city hall, library, airport, etc), schools, parks, and Pace transit. Plan identifies new and replacement sidewalk; replacement sidewalk would not be eligible for CMAQ, but may be eligible for non-CMAQ project, 50/50 or other property-owner participation encouraged by RPTI	N	272, 221, 234	Prospect Heights	N	N	N	9719	Milwaukee Ave Commercial Corridor	N	N	N	N	N	NA	N	NA	NA	503	18225	46306	NA	NA	Y	NA	20.4	NA	75	18	N	Y (temp easements)	N	N	N	N	N	N	N	N	N	N	*City of Prospect Heights Sidewalk Master Plan*	
5	BP0123731	Quentin Rd Bike Path (sidepath) – Rolling Meadows	0	$ -	$ -		0	$ -	$ -	N	NA	No	N	$405,000	$324,000	This project will fill a short gap in an off-street trail segment just east of Harper College. The trail includes a bridge over a tributary of Salt Creek. Some of the trail will be replacing sidewalks (no sidewalk at site of future bridge). To the southeast, the existing trail leads to the Motorola campus.	N	N	N	N	N	17763	Harper College	N	N	N	N	N	No	NA	NA	63	18812	11534	1	5	NA	Y - Connects to Algonquin Rd Trail	0.4	N	20	7	N	N	NA	N	N	Y	N	N	N	Y	N		
6	BP0412679	25th Av from Roosevelt Rd to Cermak Rd (22nd Street) – Broadview	0	$ -	$ -	Project needs better Pace connection	0	$ -	$ -	N	NA	N	N	$322,000	$257,600	Project will provide a sidewalk where it does not exist from Roosevelt to 22nd Street in Broadview. The area has substantial number of industrial employees. The project concept is to provide ped access from the industrial employment site to two Pace bus routes on both Roosevelt Rd and on 22nd Street. Coordination with the Pace bus stops on these arterial routes needs to be assured	N	301, 322	N	N	N	N	2598	25th Ave Industrial Corridor	N	N	N	N	N	NA	N	NA	NA	223	8199	6917	NA	NA	NA	N	1.0	NA	14	2	N	N	NA	N	N	Y	N	N	N	Y	N		GO TO 2040 Access to Transit
7	BP0412682	Westchester Sidewalk Improvements on Cermak Rd, Sunnyside Ave and W 31st St – Broadview	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$533,200	$426,500	This project will provide 6535 feet of sidewalk in Westchester along three streets. Only Cermak Rd is of transit interest, as the proposed sidewalks from Wolf to the W village limits will serve Pace route 322. Regional benefit of Sunnyside sidewalk, abutting Forest preserve, with sidewalk opposite in residential area, is dubious. 31st Street facility has mesh as a multi-use path to access Salt Creek Greenway, and should be subject to further planning.	N	322, 330	N	N	N	N	2138	Westchester Business Park	N	N	N	N	N	NA	N	NA	NA	172	5101	8679	NA	NA	Y	NA	1.4	NA	14	2	N	N	NA	N	N	Y	N	N	N	Y	N		GO TO 2040 Access to Transit (Cermak/22nd Segment Only)
8	BP0512683	Berwyn Sidewalk Improvements on 26th St and Riverside Dr – Berwyn	0	$ -	$ -	Sugget do RR crossing separately	0	$ -	$ -	Y	NA	N	N	$103,000	$82,000	This project will provide a sidewalk along the south perimeter of Morton West High School in Berwyn, and across the CN tracks on Riverside Dr. Sidewalks exist on the other side of Riverside and 26th segments, though the AOT on 26th Street is 14,500 and the road is 4 lanes. The project cost estimate did not include pedestrian gates on Riverside. The project schedule does not include time for working with railroad. Neither Riverside nor 26th have transit service, though the proposed improvement leads to Harlem Avenue, which is a Pace route.	N	307	N	N	N	N	3500	North Riverside Park Mall	N	N	N	N	N	NA	N	NA	NA	1801	2220	8261	NA	NA	Y	NA	0.2	NA	59	6	ICC Order	N	N	NA	N	N	N	Y	N	N	N	Y	Y	*Berwyn was the subject of a GMAP Pedestrian Safety workshop in 2008, focusing on Cermak Rd.*	GO TO 2040 Access to Transit
9	BP0513463	Bedford Park Archer Rd Sidewalk – Bedford Park	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$48,000	$34,400	Links residential neighborhood south of Columbia Drive to municipal complex (from approx 67th to 68th). Bedford Park has established a greenway along Archer Ave north from Municipal complex (67th) to 64th with sidewalk/park/library. A potential regional trail has been identified in the Regional Greenways and Trails Plan to the north of this corridor.	N	N	N	N	N	N	191	N	N	N	N	N	NA	N	NA	NA	60	340	993	NA	NA	Y	NA	0.2	NA	4	1	N	N	NA	N	N	Y	N	Y	N	N	N		
10	BP0612040	State Rd – Bedford Park	0	$ -	$ -		0	$ -	$ -	Y	NA	N	N	$60,000	$48,000	This project provides sidewalks along a short segment of State Road in Bedford Park. The surrounding land use is mostly large-scale retail; Ford City is across Cicero Avenue from project site. The highway is 4-lane. A partial sidewalk exists on the opposite side. No transit services exists on State Road, but bus service exists at the project NE terminus (Cicero Ave).	N	382, 384, 390, 385,	N	N	548	0	Ford City	N	N	N	N	N	NA	N	NA	NA	2067	3272	2950	NA	NA	Y	NA	0.3	NA	12	2	N	N	NA	N	N	Y	N	N	N	Y		GO TO 2040 Access to Transit
11	BP0612550	Sidewalk on north side of Midlothian Turnpike and portions of east side of Laramie Av – Crestwood	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$455,000	$364,000	Provides sidewalks from multi-family housing along Midlothian Turnpike to commercial area along Cicero Avenue. There is no transit along Midlothian Turnpike or Laramie, but there is transit service along Cicero Ave. Sidewalks are intermittent on these segments of road.	N	383	N	N	N	861	N	Rubio Woods, Tinley Creek Woods	N	N	N	N	N	NA	N	NA	NA	33	3413	7151	NA	NA	Y	NA	0.9	NA	14	6	N	N	NA	N	N	Y	N	N	N	Y		GO TO 2040 Access to Transit
12	BP0612628	Crestwood Sidewalk - 1) Cicero Av and 2) Cal Sag Road – Crestwood	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$338,000	$271,000	Project extends from bridge over Calumet Sag Channel on Cicero Avenue to signalized crossing of Cal Sag Rd (Rivercrest Dr). Project will provide access from Cal Sag Trail to employment center/commercial area in Crestwood. Project will also provide access from Cal Sag trail to Pace Bus routes 383 and 385 along Cal Sag Road. Note: CMAP had recommended similar ped access in review of IDOT project on 127th at Cal Sag Rd., 1 mile to the west.	N	383, 385	N	N	N	0	Rivercrest Shopping Center	N	N	N	N	N	NA	N	NA	NA	92	3527	4005	NA	NA	Y	NA	0.5	NA	11	1	N	N	NA	N	N	Y	N	N	N	Y		GO TO 2040 Access to Transit
13	BP0812630	Irving Park and Catalpa Signal Improvements – Itasca	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$433,000	$151,400	This project is for replacing a temporary signal on Irving Park Road at Catalpa with a permanent signal. Village Hall, Police Department, Community Library, water park, and Spring Brook Nature Park are all on adjacent to this site. However, only $39,100 of the project's $433,000 construction cost items are directly attributable to pedestrian infrastructure (CMAQ request $151K). Currently, two of four legs of the intersection have pedestrian signals. See TIP No. 08-10-0008. One of 5 ped improvements planned (and applied for) along Irving Park Rd. Status of permanent improvement along Irving Park Road? Pace Route 616.	Y - Requesting funds for pedestrian elements of signal improvements	616	Itasca	N	N	940	N	Itasca Water Park, Spring Brook Nature Center	N	N	N	N	N	NA	N	NA	NA	568	1423	1522	NA	NA	Y	NA	0.0	NA	2	2	N	N	NA	N	N	Y	N	N	N	Y	N	*Walkable Communities Workshop, TIP ID 08-10-0008*	
14	BP0812636	County Line Rd Sidewalk Improvement – Burr Ridge	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$426,160	$340,928	Project provides sidewalk on one side of County Line Road, extending from Longwood Dr. to a major community park. Longwood Dr is near (but not at) the terminus of the existing sidewalk. Sidewalk will require some retaining walls. Current plan is to use the existing culvert over the 63rd Street Ditch. However, culvert seems narrow for the purpose of carrying the sidewalk. Dot not complete or include a structure report (scope attachment 1). Project may improve access to Pace Route 668, at Plainfield and County Line Rd, by providing the existing sidewalk.	N	N	N	N	N	265	N	Katherine Legge Park	N	N	N	N	N	NA	N	NA	NA	0	1276	2698	NA	NA	Y	NA	0.4	NA	0	0	N	N	NA	N	N	Y	N	Y	N	N		
15	BP0812707	Ogden Ave from I-355 to Williams St – Downers Grove	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$2,415,000	$560,000	Project has E-2 approved, and is seeking CMAQ funds for ROW. Construction STP-funded in 2013. Project completes sidewalk along Ogden Ave in Downers Grove. Current sidewalk is intermittent. This is stage 2 of an STP-funded project. Ogden Avenue is an SRA. More than 1M linear feet of sidewalk. Unclear where exact locations of improvements are. Serves retail area abutting residential area. Pace buses interact this corridor at Belmont Avenue and at Main Street.	Y - Seeking FY 12 CMAQ ROW for FY 13 STP Construction	888, 834	N	N	N	N	4418	N	N	N	N	N	NA	N	NA	NA	17	8398	12142	NA	NA	Y	NA	3.5	NA	42	14	N	Y - Only ROW is requested of CMAQ	N - Only ROW is requested of CMAQ	Y	N	Y	N	N	N	Y	N	N	*Village of Downers Grove Pedestrian Plan*	
16	BP0812712	German Church Rd from Count Line Rd to Gregston Ct – Burr Ridge	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$224,300	$168,000	This project is for approximately 1100 feet of sidewalk on German Church Road in Burr Ridge linking an existing sidewalk along German Church Rd to County Line Road. Pace Route 668 runs to the intersection of County Line Road and German Church Road. To the north, the existing County Line Road sidewalk extends to the new Burr Ridge town center; to the east, the existing sidewalk extends through a residential neighborhood to a church and school.	N	668	N	N	N	151	N	N	N	N	N	NA	N	NA	NA	0	294	1577	NA	NA	Y	NA	0.2	NA	3	0	N	N	NA	N	N	Y	N	N	N	Y		GO TO 2040 Access to Transit
17	BP0812714	Jefferson St from IL 83/Kingery Hwy to York Rd – Bensenville	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$836,000	$668,800	Project is a sidewalk on both sides of Jefferson Street from IL 83 to York Rd on the sides of Jefferson Street. Staff has concern about proposal for south side of street, which borders a golf course with a fence for more than half the project length. Jefferson Street (AKA Third Ave) does not have transit service, but transit service exists on both IL 83 (Pace Route 757) and York Rd (Pace Route 332). The project traverses a residential area with commercial at both ends. The proposal is for a sidewalk, but the DuPage County Regional Bikeway Plan indicates a local bikeway along Jefferson. Jefferson is functionally classed as an urban collector with 7,200 AOT.	N	757, 332	N	N	N	3923	N	N	N	N	N	NA	N	NA	NA	12	1799	6769	NA	NA	Y	NA	1.0	NA	8	1	N	Y	N	N	N	Y	N	N	N	Y		GO TO 2040 Access to Transit
18	BP0812726	York Rd from Washington St to Grand Av – Bensenville	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$440,000	$324,827	Project provides sidewalk on the west side of York Rd from Washington to Grand in Bensenville. York Rd. has transit service (Pace Route 332). The project traverses a residential area with mixed commercial. Grand Ave, the southern limit, has substantial commercial. York Rd is functionally classed as a minor arterial with 17,400 ADT. It is four-lane, without pedestrian refuges.	N	332	N	N	N	1939	N	N	N	N	N	NA	N	NA	NA	35	6781	8349	NA	NA	Y	NA	1.1	NA	17	6	N	Y	N	N	N	Y	N	N	N	Y		GO TO 2040 Access to Transit
19	BP0123654	Robert McClory Bike Trail from Woodland Rd/Western Av to Illinois Rd/McKinley Av – Lake Forest	0	$ -	$ -		0	$ -	$ -	N	NA	N	Y	$345,000	$276,000	This project consists of building a bikeway through a series of downtown parking lots to separate cyclists from parked cars and parking lot aisles. Cyclists now run through the parking lots. The proposed extension from Woodland Rd to Illinois Road. The project is 2500 feet. Engineering 1 through construction all within FFY 2012 is too optimistic.	N	625	Lake Forest	N	N	4137	Lake Forest	N	N	N	Y	Lake County Bicycle Trunk System - Robert McClory Trail	N	NA	NA	765	6643	7744	3	5	NA	Y - will provide better trail facility for existing McClory Trail	0.6	N	22	3	N	N	NA	N	N	Y	Y	Y	Y	Y	N		
20	BP0123664	Village of Lindenhurst Sidewalk Connections – Lindenhurst	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$473,000	$378,400	Several sidewalk sections are proposed to implement the Lindenhurst Community Pedestrian and Bicycle Comprehensive Plan. These sidewalks would be located on Grand Ave, Sand Lake Rd, and Grass Lake Rd. The sidewalks would link residential areas to schools and community facilities. The AOT Grand Ave (IL 132) is 18K, Sand Lake Rd 8K, and Grass Lake Rd 10K. Grand Ave is a principal arterial; Sand Lake Rd and Grass Lake Rd are minor arterials.	N	N	N	N	N	817	N	N	N	N	N	NA	N	NA	NA	0	1089	9121	NA	NA	Y	NA	2.0	NA	4	1	N	N	NA	N	N	Y	N	N	N	Y	N	*Lindenhurst Community Pedestrian and Bicycle Comprehensive Plan*	
21	BP0123673	IL 53 Pedestrian Path from Schaeffer Rd to Old McHenry Rd – Long Grove	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$507,000	$405,600	This project provides a limestone screenings trail along IL 53 from Schaeffer to Old McHenry Rd in Long Grove. Project is in the Science or Old McHenry Rd to Fairfield Dr. The project will link to existing trails along Schaeffer and along Old McHenry Rd. Schaeffer serves a residential area; Old McHenry Rd is the site of the village's commercial area. IL 53 is a minor arterial with 21,000 ADT that varies in width from 2 to 4 lanes; Old McHenry Road is also a 2-lane minor arterial with 5900 ADT. There is no transit service in this area.	N	N	N	N	N	695	N	N	N	N	N	NA	N	NA	NA	0	297	2277	NA	NA	Y	NA	0.5	NA	3	1	N	N	NA	N	N	Y	N	N	N	Y	N	*Long Grove Paths and Trails Plan*	
22	BP0123690	Telegraph Rd Train Station Pedestrian Underpass – Lake Forest	0	$ -	$ -		0	$ -	$ -	N	NA	Metra MD-N RR	N	$2,866,000	$2,292,800	Project involves construction of a pedestrian underpass at the Lake Forest Telegraph Rd Train Station on the Milwaukee District North Line. Three ped fatalities have occurred at this site in three years. The project will entail tunneling an underpass 50' in length underneath the Metra tracks. Presently there are between 84 to 89 trains each weekday passing the Telegraph Road Train Station. There are 48 Metra trains, 16 Amtrak trains and 20-25 freight trains passing the station each weekday.	N	625	Lake Forest (MD-N)	N	N	0	Everett/Waukegan Commercial Area	N	N	N	N	N	NA	Metra MD-N RR	NA	599	1917	1238	NA	NA	NA - Rail Station Ped Access Improvement	NA	0.3	NA	4	2	N	N	NA	N	N	N	Y	N	N	N	Y		GO TO 2040 Access to Transit
23	BP0123724	Old McHenry Road Multi-Use Path from IL 22 to N of Robert Parker Coffin Rd – Long Grove	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$1,524,000	$1,137,600	This is a bikeway project along Old McHenry Road connecting a low-density residential area in Long Grove with commercial, government office, and park/forest preserve uses along IL 22 and in the town center for Long Grove, the project termini. There is no transit service in Long Grove. Old McHenry Road is a minor arterial with an AOT of 8000 to 10000. The project is included in the Long Grove Paths and Trails Plan.	N	N	N	N	N	695	N	N	N	N	N	N	N	NA	NA	0	1325	6648	1	5	NA	Y - Trails at Heron Pond Forest Preserve are under construction	1.7	N	4	1	N	N	N	N	N	Y	N	N	N	Y	N	*Long Grove Paths and Trails Plan*	
24	BP0123837	US 45 at Miller Rd – Lake County Department of Transportation (Lake Co. DOT)	0	$ -	$ -		0	$ -	$ -	N	NA	US 45, 9K AOT	N	$1,685,000	$1,348,000	The project involves the construction of a bike/pedestrian underpass at U.S. Highway 45 just north of Miller Road. The underpass will connect the Raven Glen Forest Preserve (2.5 miles of trails) and Ethel's Woods Forest Preserve. The project will provide an east-west grade separated link across US 45 for the northern part of Lake County. This path will ultimately connect with the Millennium Trail. US 45 ADT is 9,600. Speed is 45 mph. US 45 is a principal arterial. No transit.	N	N	N	N	N	0	N	Raven Glen, Ethel's Woods	N	N	N	Lake County Bicycle Trunk System - Millennium Trail	US 45, 9K AOT	NA	NA	0	86	1819	1	1	NA	N		0.1	N	0	0	N	N	NA	N	N	Y	N	Y	N	N		
25	BP0123547	LaGrange Rd from Lincoln Hwy to Old Plank Rd Trail – Frankfort	0	$ -	$ -	Frankfort projects need to be prioritized	0	$ -	$ -	N	NA	N	N	$803,000	$642,400	Project will provide 6535 feet of sidewalk in Westchester along three streets. Only Cermak Rd is of transit interest, as the proposed sidewalks from Wolf to the W village limits will serve Pace route 322. Regional benefit of Sunnyside sidewalk, abutting Forest preserve, with sidewalk opposite in residential area, is dubious. 31st Street facility has mesh as a multi-use path to access Salt Creek Greenway, and should be subject to further planning.	N	N	N	N	N	7346	Frankfort	N	N	N	N	N	NA	N	NA	NA	0	5477	5848	1	5	NA	Y - connects to OPRT	0.8	N	9	1	N	N	NA	N	N	Y	N	N	N	Y	N	*Village of Frankfort Bicycle Plan*	
26	BP1223549	Central Elementary School & Plainfield Public Library Pedestrian Access Along Lockport St from IL 59 to Hartong St – Plainfield	0	$ -	$ -		0	$ -	$ -	N	NA	N	Y	$740,000	$592,000	This is a project to replace existing sidewalks in Plainfield, along Lockport Street. The project would serve a library, school, and residential area. A bike trail to the Lake Renwick area is to the east. The facility is on the Regional Greenways and Trails Plan, but is scoped as a sidewalk. This part of Lockport street is a minor arterial with an AOT of 8500.	N	855	N	N	N	1035	Plainfield	N	N	N	Y	NA	N	NA	NA	0	944	1971	NA	NA	Y	NA	0.4	NA	11	3	N	N	NA	N	N	Y	Y	N	N	N		
27	BP1223552	Harlem Ave Trail from Old Plank Rd Trail to Laraway Rd – Frankfort	0	$ -	$ -	Frankfort projects need to be prioritized	0	$ -	$ -	N	NA	N	N	$425,688	$277,000	This project will connect a residential neighborhood to the Old Plank Road Trail along IL 45. The south segment of this project is part of the Greenways and Trails Plan, part of a route to link Frankfort and University Park. This project will be complex, since it involves two railroad crossings (requiring an ICC order for approval). This part of Harlem Avenue is a minor arterial with an AOT of 10K. 8-foot cross-section meets AASHTO minimum, but 10' is desirable. Village indicates confidence with the numbers in the application that we can provide 10' widths with the same requested funds.	N	N	N	N	N	742	N	Sauk Trail Forest	N	N	Y	NA	N	NA	NA	0	1317	5364	1	5	NA	Y - connects to OPRT	1.0	N	2	1	ICC Order	N	N	NA	N	N	N	N	N	N	Y	N		
28	BP1223554	LaGrange Rd Sidewalk Project from 191st St to LaPorte Rd – Mokena	0	$ -	$ -		0	$ -	$ -	Y	NA	N	Y	$647,000	$517,000	This project would provide sidewalks along US 45 in Mokena. Existing sidewalks are intermittent. The overall project length is one mile and includes twelve existing gaps in the sidewalk on both sides of LaGrange Road totaling 5600 linear feet. This project will supplement pedestrian access between local destinations such as the Hickory Creek Metra Station to various commercial and retail centers located along the project limits. Pace bus stops are located adjacent to the project. Along LaGrange Road vary in length from 100 feet to 1300 feet thus limiting mobility. The proposed project will consist of filling in all existing gaps in the current system with a five foot wide concrete sidewalk. US 45 is a principal arterial with an AOT of 35,000.	N	N	Hickory Creek	N	N	930	N	N	Y	N	Y	NA	N	NA	NA	1236	6943	2909	NA	NA	Y	NA	1.0	NA	2	1	N	N	NA	N	N	Y	Y	N	N	Y		
29	BP1223601	Wilmington-Peotone Road – Peotone	0	$ -	$ -		0	$ -	$ -	N	NA	N	Y	$130,000	$104,000	This project is for a short sidewalk segment in Peotone along Wilmington-Peotone Road. The segment is on the Regional Greenways and Trails Plan; but the project is for a sidewalk. The AOT is about 4K. Wilmington-Peotone Road is a principal arterial. West of the project lies I-57 and rural land; the remainder of the town lies to the north and east. No transit.	N	N	N	N	N	0	N	N	N	N	Y	NA	N	NA	NA	0	142	306	NA	NA	Y	NA	0.6	NA	1	0	N	N	NA	N	N	Y	Y	N	N	N		
30	BP1223602	Walmart/Target Access Pedestrian/Bicycle Facility along Illinois

CMAQ 2012-16 Bicycle and Pedestrian Project Submittals Sorted by Project Package

Projects			Primary Package				Secondary Package																																													
	CMAQ ID Number	Brief Project Description and Sponsor	Primary Package = 1	Total Cost - Projects in Package	Suggested Federal Share - Projects in Primary Package	Proposal Note	Eliminate Secondary Barriers and Gaps Package = 1	Total Cost - Projects in Package	Suggested Federal Share - Projects in Secondary Package	Access to Transit (>1000 boardings)	Innovation	Grade -Separated Barrier Crossed	Regional Greenways and Trails Plan	Total Project Cost	Federal Request	Project Understanding	Previous Federal-Process Funding?	Pace Bus Access Abuts Project	Metra Station Access in Buffer Area	CTA Rail Station Access in Buffer Area	CTA Bus Access Abuts Project	Total Primary and Secondary School Enrollment	CBDs or Activity Center Served?	Regional-Scale Park or Recreation Destination Served?	Complete Streets Retrofit?	Complete Streets Part of Larger Highway Project?	Regional Greenways and Trails Plan	Subregional Plan Corridor	Grade -Separated Barrier Crossed	Encouragement (Describe)	Innovation	Transit Boardings in Buffer Area	Estimated Employment in Buffer Area	Estimated Population in Buffer Area	Facility Attractiveness Before	Facility Attractiveness After	Target Arterials/Collectors (Ped Only)	Develop Bikeway Network?	Lenght in Miles	BLOS B Achievable?	Total of All Bike and Ped Crashes in Buffer Area	Total K & A Bike and Ped Crashes in Buffer Area	Contingencies and Conflicts	ROW Required?	ROW Complete?	Design Approval Received?	Construction Documents Approved?	Has Detailed Cost Estimate?	Regional Greenways and Trails Plan	County / Subregional Plan	Other Transportation Plan	Non-Transportation Plan	Other Transportation Plan Specified	Non-transportation Plan Specified
32	BP12123615	Bike Path along north side of Sauk Trail from 80th Ave to Harlem Av -- Frankfort	0	$ -	$ -	Frankfort projects need to be prioritized	0	$ -	$ -	N	NA	N	Y	$1,632,000	$1,305,600	This project is for a bikeway on the north side of Sauk Trail from 80th Ave to Harlem Ave. Project is on Greenways and Trails Plan. However, path already exists, per application map, on s. side of Sauk Trail, so project might be redundant. See also http://www.reconnectwithnature.org/preserves-trails/Sauk-Trail-Reservoir. ADT is less than 3K, on a collector route. No transit. 8-foot cross-section meets AASHTO minimum, but 10' is desirable. Village indicates confidence with the numbers in the application that we can provide 10' widths with the same requested funds.	N	N	N	N	N	742	N	Commissioners Park, Sauk Trail Forest	N	N	Y	NA	N	NA	NA	0	1052	4103	1	5	NA	Y - presumes connection to trails within Commissioners Park and within Sauk Trail Forest Preserve	1.0	Probably	0	0	N	N	NA	N	N	N	N	Y	N	Y	N	*Village of Frankfort Bicycle Plan*	
33	BP12123622	Sauk Trail Rd Bike Path -- Frankfort	0	$ -	$ -	Frankfort projects need to be prioritized	0	$ -	$ -	N	NA	N	Y	$1,258,000	$941,500	This project is for a bikeway along Sauk Trail from the Old Plank Road Trail to Harlem Avenue. This project is part of the Regional Greenways and Trails Plan. However, this project overlaps with 2 others: BP12123604 & BP12123615. In addition, a path already exists, per application map for the other project, on s. side of Sauk Trail within the forest preserve, so this project might be redundant. See also http://www.reconnectwithnature.org/preserves-trails/Sauk-Trail-Reservoir. ADT is less than 3K, on a collector route. IGA crossing, per ICC order will be required, which will slow time. This is a desirable connection, but need to work with community to better define segments. No transit. 8-foot cross-section meets AASHTO minimum, but 10' is desirable. Village indicates confidence with the numbers in the application that we can provide 10' widths with the same requested funds.	N	N	N	N	N	880	N	Commissioners Park, Sauk Trail Forest	N	N	Y	NA	N	NA	NA	0	2580	6257	1	5	NA	Y - assuming link to facility within Sauk Trail Forest.	2.4	N	2	1	ICC Order	N	NA	N	N	N	Y	N	Y	N	*Village of Frankfort Bicycle Plan*	
34	BP12123623	Laraway Road Multi-Use Trail -- Frankfort	0	$ -	$ -	Frankfort projects need to be prioritized	0	$ -	$ -	N	NA	N	N	$775,000	$620,000	This project is for a bikeway on Laraway Rd from 88th Ave to Harlem Ave in Frankfort. This project connects to an existing bikeway on 80th Avenue leading south, and is part of the Frankfort Bikeway Plan. However, at this time, development in the area is light at either end of the project. The ADT for Laraway is 8700 @ 40mph. Laraway is a minor arterial. No transit	N	N	N	N	N	742	N	Commissioners Park, Sauk Trail Forest	N	N	N	NA	N	NA	NA	0	2090	4793	1	5	NA	Y - this project will connect to the 80th Avenue bikeway extending south from Laraway Rd.	2.0	N	2	1	N	N	NA	N	N	N	Y	N	N	Y	N	*Village of Frankfort Bicycle Plan*	
35	BP12123691	Western Av at Fort Sheridan Metra Station Bike/Ped Improvements -- Highland Park	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$291,500	$233,200	Access to Transit. This project would provide bike-ped improvements in the vicinity of the Fort Sheridan Metra station in Highland Park. The project includes 1500 feet of sidewalk, crosswalks, and bus facilities, railroad pedestrian gates (ELGDG). Western Avenue is a collector with an ADT of approximately 2K. The other locations are local streets, all near the train station. The project is on the Highland Park Greenways Plan. Requires ICC order.	N	472	Fort Sheridan	N	N	721	Fort Sheridan	Fort Sheridan Forest Preserve	N	N	N	NA	N	NA	NA	344	888	7829	NA	NA	Y	NA		NA	10	0	N	N	NA	N	N	Y	N	N	N	Y		*City of Highland Park Greenways Plan.*
36	BP0412957 4	Covered Bike Parking along CTA Blue Line -- Oak Park	0	$ -	$ -		0	$ -	$ -	Y - Parking near CTA Blue Line Stations	NA			$235,000	$188,000	This project provides covered bicycle parking near the CTA Blue Line rail service. Lot #1: Off-street on Harrison, east of Oak Park Ave; Lot #15: Off-street lot on Oak Park Ave, south of Garfield; and proposed off-street bike parking area on the SE corner of East Ave. and Harrison St. Oak Park Bicycle Plan supports bicycle parking at transit stations.														NA																									
37	BP0412958 8	North Blv from Marion St to Forest Av Intermodal Station Bike Parking -- Oak Park	0	$ -	$ -		0	$ -	$ -	Y - Parking near Oak Park Intermodal Center	NA			$100,000	$80,000	This project provides covered bicycle parking near the Oak Park Intermodal Center. This center serves the Metra UP-West Line, the CTA Green Line, and Pace Route 307. The project also adds public sidewalk, filling a gap in the sidewalk system. The Oak Park Bicycle Plan supports bicycle parking at transit stations. The project will add 56 covered parking spaces net to the area.														NA																									
38	BP0812958 1	Various Downtown Bicycle Racks -- Wheaton	0	$ -	$ -		0	$ -	$ -	N	NA			$45,000	$36,000	As part of the first stage of implementing the Wheaton Bicycle Plan, Wheaton is requesting funding for bicycle parking at key locations in the downtown area of Wheaton.															NA																							
39	BP0812969 2	City-wide speed trailers -- Berwyn	0	$ -	$ -		0	$ -	$ -	N	NA			$67,000	$54,000	This project would deploy speed trailers in school speed zones. By doing so, the City of Berwyn would like to control traffic speeds in school areas and thus make walking and cycling a more attractive option for school travel. Current traffic speeds and volumes have been indicated as a hindrance for children crossing the collector and arterial streets in the City at the deployment sites in the submittal.														NA																									
40	BP0812958 4	Wheaton Bicycle Map -- Wheaton	0	$ -	$ -		0	$ -	$ -	N	NA			$13,000	$10,400	As part of the first stage of implementing the Wheaton Bicycle Plan, Wheaton is requesting funding for a Wheaton bicycle map.															NA																							
41	BP0812963 1	Great Western Trail Lighting -- Lombard	0	$ -	$ -		0	$ -	$ -	N	NA			$1,189,000	$880,000	This project is for lighting the section of the Great Western Trail in Lombard. Note: project should not be analyzed as a bicycle facility, since the facility already exists. Rather, this is an enhancement to the existing facility. Project description makes cogent argument for lighting along this facility, for serving commuters who are not on 9-to-5 schedules.														NA																									
42	BP0112368 7	Safe Routes to High Schools Program - Citywide -- CDOT	0	$ -	$ -		0	$ -	$ -	N	NA			$6,990,000	$5,596,000	This project would identify barriers and impedances to bicycling, walking, and transit trips along the best routes to each school. Low-cost capital improvements would then be selected and implemented on a case-by-case basis to solve these problems. Potential solutions include: bike lanes or marked shared lanes, pavement markings, retiming of traffic signals, crossing improvements, speed display signs, and school zones, and high-visibility signage. Capital improvements would be complemented by a marketing and encouragement campaign.	Y - This is the second series improvement for this project.	N	Y - Citywide	Y - Citywide 10 stations selected from more than 30 in list provided.	Y - Citywide	16611	N	N	N	N	N	NA	N	NA	Bike lanes or marked shared lanes, pavement markings, retiming of traffic signals, crossing improvements, speed display signs, and school zones, and high-visibility signage.	91168	42429	108785	NA	NA	Y	NA	NA	NA	1068	167	N	N	NA	N	N	N	N	N	N	N		
43	BP0112358 9	Chicago Bikes Marketing Campaign Phase IV-TravelSmart -- CDOT	0	$ -	$ -		0	$ -	$ -	N	NA			$1,700,000	$1,360,000	This project would seek to change public perceptions, knowledge and use of the more sustainable transportation options available to them by using an individualized marketing approach. The underlying methodology recognizes that people are interested in using transit, cycling, and walking, but often require more information to begin to use them, or to use them more often. By combining personalized information, incentives and rewards, TravelSmart encourages people to more fully consider their transportation options and allows them to make more informed travel choices. Elements include a focus on households (as opposed to mass media or employment centers); target interested households; offer personalized support and resources; and reward existing use of sustainable transportation.	Y													Y	Social Marketing								NA															