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 - Pojects 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
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 data favorable to project. Yellow shaded cells indicate caveats.**																
1	BP01123518	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 RGTP. 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.
2	BP01123591	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 angle 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.
3	BP01123637	Bloomingdale Trail -- CDOT	1	$ 67,970,000	$ 2,240,000	Sufficient funding for PE2	0	$ -	$ -	Y	Elevated Rail-Trail	Yes - Kimball, California, Western and Damen Avenues, I-90/94, UPRR	Y	$67,970,000	$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.
4	BP01123641	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.
5	BP01123688	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 marked shared 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 banes, and bicycle-specific treatments at up to 50 intersections.
6	BP01123825	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.
7	BP02123659	Skokie Valley Trail Corridor (ComEd Corridor) from Oakton St to Village Limits -- Skokie	1	$ 680,000	$ 544,000	Will fill gap in regional project.	0	$ -	$ -	Y	Multi-jurisdicational 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.
8	BP02123698	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-jurisdicational 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 GWTP. 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 2006 CMAP Walkable Communities Workshop in Northfield.
9	BP02123702	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.
10	BP02123725	Touhy Avenue Overpass - for Skokie Valley Bike Trail -- Lincolnwood	1	$ 1,790,000	$ 1,432,000	Supplements existing funding	0	$ -	$ -	N	Multi-jurisdicational corridor. Rails to Trails.	Y - Touhy Ave, ADT 43K, Minor Arterial	Y	$1,790,000	$1,432,000	Cost increase for prior approved CMAQ project, resulting from adding grade-separatated crossing to scope. Existing funding $816,000. Skokie Valley Trail, grade-separated crossing of Touhy Avenue. According to sponsor, IDOT suggested grade separation.

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 - Pojects 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
11	BP03123548	Ballard Rd from Bender Rd to Good Ave -- Des Plaines	1	$ 533,000	$ 426,000	ARRA needed ROW	0	$ -	$ -	Y	Multi-jurisdicational 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 River Trail in the City of Des Plaines. Revised submittal reflects need for phase-1 and ROW.
12	BP03123555	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-jurisdicational 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.
13	BP03123558 *(Pedestrian Facility Project)*	Des Plaines Pedestrian Refuge Medians -- Des Plaines	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 Rd site provides regional trail crossing across four-lane arterial. Engineering is not included in the funding request or the timeline.
14	BP03123561	US Route 12 (Rand Rd) Sidepath - Golf Rd to Elk Blvd -- Des Plaines	1	$ 1,220,000	$ 976,000	Regional Corridor	0	$ -	$ -	Y	Multi-jurisdicational 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 Seegers 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 segment of the Des Plaines River trail just completed along the north side of Ballard Road to carry regional bicyclists east.
15	BP03123563	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	Y	$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
16	BP03123624	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." 8-foot cross-section meets AASHTO minimum, but 10' is desirable.
17	BP03123670 *(Pedestrian Facility Project)*	Cleveland Street (crosswalks) -- Niles	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.
18	BP03123695	Overpass at IL Route 72 (Higgins Road) in Busse Woods -- Elk Grove Village	1	$ 4,925,000	$ 3,495,000	Benefits for all roadway users.	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.
19	BP03123732	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	Coordinated with Schaumburg. This project addresses 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.
20	BP04123676	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 risky crossing at Warren Avenue are being addressed.

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 - Pojects 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
21	BP04123826	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.
22	BP06123532	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 Tinley Creek Trail at the Lake Katherine preserve.
23	BP06123627	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.
24	BP07123651	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 commecial 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.
25	BP07123666	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 trails in the south suburbs and the Pennsy Greenway in Indiana.
26	BP08123442	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 Metea 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.

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 - Pojects 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
27	BP08123443	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.
28	BP08123632	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 23K	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 Malard 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 and Bloomingdale, including the Stratford Square Mall, and residential areas 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.
29	BP08123633	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 Branch Regional Trail while improving non-motorized access to the Winfield Metra station, Central DuPage Hospital, and downtown Winfield. The project extends northeast from Roosevelt Road, connecting with the large residential area, then east and north under the existing railroad bridge over the West Branch DuPage River. On the north side of the tracks, a short spur will be constructed that will provide direct access to the Winfield Metra Station, the commercial district of Winfield, the Library, Post Office and other high user destinations. Central DuPage Hospital is also in this area. The main trail will cross High Lake Road and continue northward along the east bank of the river. North of High Lake Road, the trail will be part ofthe proposed Winfield Riverwalk. This project will incorporate elements of the proposed riverwalk. North ofthe Riverwalk area, the trail will continue northward ending at the existing Geneva Spur of the Illinois Prairie Path. At this point, the existing West Branch Regional Trail resumes, continuing northward. Extensive public involvement has occurred with the Winfield Riverwalk. The alignment and design components of the Riverwalk were developed with participation from numerous stakeholders. Matching funds are coming from the Forest Preserve District Budget and Village of Winfield.
30	BP08123635 *(Pedestrian Facility Project)*	DOWNTOWN PED IMPROVEMENTS, VARIOUS ALONG IRVING PARK BLVD. -- Itasca	1	$ 565,000	$ 287,000	Innovation: Pedestrian Refuge	0	$ -	$ -	N	Pedestrian Safety Improvement: Median Crossing	N	N	$565,000	$287,000	This project is for pedestrian crossing improvements on Irving Park Road adjacent to Itasca Metra station and the Itasca Riverwalk (at Walnut and Maple Streets) and adjacent to recreation centers and schools (at Rush Street). The project includes pedestrian refuge islands at Rush and Maple and countdown signals at Walnut Street. $36K in match is coming from the Itasca PD. Pace route 616.
31	BP09123697	Red Gate Rd Bike Trail Part of Red Gate Rd Bridge Project -- St. Charles	1	$ 2,400,000	$ 1,920,000	Ready-to-go bike-ped component of highway project. Project closes major gap.	0	$ -	$ -	N	Project incorporated under new highway bridge over Fox River	Fox River	Y	$2,400,000	$1,920,000	Ready-to-go. Preliminary work has been let. Regional Greenways and Trails Plan project for new bridge over Fox River. Project is a portion of $21M highway bridge over the Fox River. Bikeway approaches have been funded by the ITEP Program ($696K). The multiuse path for the proposed river crossing will link the new local path on the west side of the river with the Fox River Bike Trail/Illinois Prairie Path on the east side of the river. The trail extension will provide trail access to St. Charles North High School, improving bicycle access for students. Pace Route 801 runs on the east side of the river. Even after the Stearns Bridge construction last year, this project closes a gap of several miles in crossings of the Fox River. The ped bridge is centered under the highway bridge, reducing the environmental footprint.

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 - Pojects 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
32	BP09123711	Multi-use Path along Mill Road -- Oswego	1	$ 290,000	$ 232,000	Access to transit	0	$ -	$ -	N	NA	N	Y	$290,000	$232,000	This proposal will extend an existing facility in the Regional Greenways and Trails Plan, extending the Galena-Mill Rd Trail from its current terminus at Washington Blvd at Mill Rd west for 6,230 lineal feet, improving bike-ped access for the community, including for Fox Chase Elementary School. This extension will extend the current path, which leads past Oswego Village Hall across the Fox River to the Fox River Trail and downtown Oswego. The trail will also connect to a short segment of the Galena-Mill Road Trail on the west, providing access to transit at the Mill Road Park and Ride facility. Project schedule is too optimistic. It was the intent of the Village to install a 10' path, this was not translated down into the text of the application but the quantity, costs, and timeline should all remain the same and are accurate to reflect 10'.
33	BP09123715	Fox River Bike/Pedestrian Bridge -- Elgin	1	$ 2,377,000	$ 1,902,000	Innovative multi-modal project reduces truck trips.	0	$ -	$ -	N	In addition to the trail, FRWRD is interested in attaching a biosolids transfer line to the Fox River bridge structure, reducing up to 16 truck trips per day across US 20.	Fox River	Y	$2,377,000	$1,902,000	This project will fill a gap in the Regional Greenways and Trails Plan. The project involves the construction of a bike path and a new Fox River bicycle/pedestrian bridge. Two prefabricated steel bridge structures will be constructed: one for Poplar Creek and one for the Fox River. There will be potential floodplain and wetland impacts. Permitting will be required from the following agencies: IDNR, Army Corps of Engineers, IEPA, and Kane County. Permanent easements will be necessary from FRWRD for their South and West treatment facilities. In addition to the trail, FRWRD is interested in attaching a biosolids transfer line to the Fox River bridge structure, reducing up to 16 truck trips per day across US 20. This trail will link the Fox River Trail and the east side of Elgin with Elgin Community College, regional-scale park facilities, National Street Metra Station, and the Mid-county trail on west side of the river.
34	BP09123722 *(Pedestrian Facility Project)*	Pedestrian Crossings Various (8) Locations along IL 31 and IL 25 -- Batavia	1	$ 608,000	$ 486,400	Innovative crossing treatment	0	$ -	$ -	N	Each location will include crosswalk pavement markings, double-sided pedestrian crossing signing on both sides of the roadway, double-sided flashing beacons activated by pedestrian push buttons, and advance warning signs. Solar panels can be used to power the flashing beacons and radio systems will wirelessly transmit signals from one side of the roadway to the other at each location, minimizing the need for extensive excavation and trenching of conduit for each installation. At the IL Route 31/Houston Street intersection, a refuge median island will be installed.	N	N	$608,000	$486,400	This project will provide improved pedestrian crossings on IL 25 and IL 31 in Batavia. These roads are both minor arterials, with ADTs ranging from 6,300 to 12,600. Downtown, CBD area - transit, mixed land uses, regional trails, destinations. The project involves the construction of high visibility crosswalks at 8 unsignalized intersections in the City of Batavia. Each location will include crosswalk pavement markings, double-sided pedestrian crossing signing on both sides of the roadway, double-sided flashing beacons activated by pedestrian push buttons, and advance warning signs. Solar panels can be used to power the flashing beacons and radio systems will wirelessly transmit signals from one side of the roadway to the other at each location, minimizing the need for extensive excavation and trenching of conduit for each installation. Locations may require some sidewalk and curb and gutter removal and replacement. Due to the width of IL Route 31 at the Houston Street intersection, a refuge median island will be installed.
35	BP09123723	McLean Boulevard Bikeway -- Elgin	1	$ 2,771,300	$ 2,217,100		0	$ -	$ -	N	NA	N	N	$2,771,300	$2,217,100	This project provides a bikeway along McClean Blvd from Bowes to Spartan Dr in Elgin. Connects to GWTP facility under development, Spartan Dr Trail, that spans Elgin from the Fox River Trail to the Mid-County Trail, serving Elgin Community College and a regional-scale park. Sidewalk currently exists on east side of McLean. McClean is a minor arterial with an ADT of 25000; 4-lanes. Provides access to Pace routes 549 and 546; 546, in turn, serves Elgin and National Street Metra stations.

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 - Pojects 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
36	BP09123830	Huntley Rd from Sleepy Hollow Rd to Tartan Dr Bike Path -- Kane County Department of Transportation (Kane Co. DOT)	1	$ 1,320,000	$ 170,000	Complete Streets Proposal	0	$ -	$ -	N	NA	N	N	$1,320,000	$170,000	The Huntley Road Multi-use Path is part of the staged reconstruction and widening of Huntley Road. The project involves the construction of a bikeway along the south side of Huntley Road from Sleepy Hollow Road to Tartan Drive. The total length of the bike path is approximately 0.55 miles. The preliminary engineering (Phase 1) has been completed for this project. ROW is still required. The Village of West Dundee is anticipating being awarded STP funds through the Kane/Kendall Council of Mayors for the reconstruction of the Huntley Road. This project will provide a major east-west connection between the a major residential subdivision to existing trails that connect to the Fox River Trail. The bike path has been planned for and is included in the Kane/Kendall County Bicycle Planning Map and the 2002 Kane County Bicycle and Pedestrian Plan. Transit service is not available in this area. For this road, the ADT is 17,400, the speed is 40 mph, and the functional class is minor arterial.
37	BP10123672	CH A47/Deerfield Rd from Milwaukee Av to Des Plaines River -- Lake County Department of Transportation (Lake Co. DOT)	1	$ 696,000	$ 341,000	Supplements existing funding	0	$ -	$ -	N	NA	N	Y	$696,000	$341,000	This project is a request for funds to supplement a recent ITEP Grant. Project engineering has identified the need for additional funds to carry the trail around a private development. The Deerfield Rd Trail is a primary trail identified in the Northeastern Illinois Regional Greenways and Trails Plan and is identified as a regional corridor in the Northwest Municipal Conference Bike Plan. It connects the existing Deerfield Road path with the Des Plained River Trail. STE: TIP 10-11-0017, ITEP 129126. The existing ITEP commitment is $217K. Deerfield Road is a minor arterial with 14K ADT. Served by Pace Routes 576 and 626. 8-foot cross-section meets AASHTO minimum, but 10' is desirable.
38	BP10123748	Weiland Rd/Prairie Rd from IL 22 to Lake Cook Rd -- Buffalo Grove	1	$ 1,605,000	$ 1,075,000	Complete streets proposal in advance of highway improvement.	0	$ -	$ -	Y	NA	N	N	$1,605,000	$1,075,000	The project is to add and reconstruct bicycle facilities along Weiland Road and Prairie Road between Lake Cook Road and IL Route 22. The project will improve access to transit for the Buffalo and Prairie View Metra stations on the North Central Service, as well as major commercial developments to the east of Weiland Rd. A portion of the existing bike path along Weiland Road and Prairie Road will be relocated to accommodate future roadway widening. In addition, new bike path will be constructed in order to fill gaps in the existing local bike path network as well as connect to the surrounding trail network. The proposed bike path will connect to existing bicycle facilities along Lake Cook Road (in the Regional Greenways and Trails Plan), Deerfield Road (also in the Greenways and Trails Plan), Aptakisic Road and IL Route 22. Weiland Rd is functionally classed as a collector; Prairie is a minor arterial. Current ADTs along Prairie are 4K; 24K on Aptakisic, and 12K to 15K along Weiland Rd. Seeking FY 14 construction funding, but letting schedule shows FY 15. Not clear if this would also be for highway improvement. 8-foot cross-section meets AASHTO minimum, but 10' is desirable. 8' matches existing bikeway sections and has been used on federal projects in BG in the past.
39	BP10123833	Grass Lake Rd Underpass -- Lindenhurst Park District	1	$ 1,242,000	$ 949,600	Fill key gap in regional facility	0	$ -	$ -	N	NA	N	Y	$1,242,000	$949,600	The project consists of a 100-foot long precast concrete underpass tunnel located on Grass Lake Road, a half-mile west of US Route 45. The approaches will extend approximately 400-feet south, connecting to the existing trail system on Lake County Forest Preserve District's property and approximately 400-feet north, connecting to the existing sidewalk located east of the underpass along Grass Lake Road. The project will provide better access for Milburn Elementary School, the Millenium Trail, and the McDonald Woods Forest Preserve. Future plans for the community park north of the underpass include a bicycle/pedestrian path extending further north. Grass Lake Rd. is a minor arterial with an ADT of about 9K and a speed limit of 45 mph.
40	BP10123835	Rollins Rd from Hainesville Rd to Hook Dr -- Lake County Department of Transportation (Lake Co. DOT)	1	$ 802,000	$ 641,600	Fill key gap in regional facility	0	$ -	$ -	N	Part of highway-rail grade separation	CN RR	Y	$802,000	$641,600	This proposal is for a bikeway along Rollins Rd in Round Lake Beach. The project is related to a $50 million highway-rail grade separation scheduled for letting in 2013. The Round Lake Beach Metra Station is 1 block north of this project; An elementary and high school are two blocks to the south, with a connecting bikeway. Rollins Road has 18K-25K ADT, at 40 mph, as a minor arterial. Hainesville Rd is a minor arterial with 11K ADT; IL 83 is a principal arterial with 19-21K ADT. This corridor is included in the Regional Greenways and Trails Plan; though the alignment for this project varies by one block from the plan's conceptual alignment.

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 - Pojects 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
41	BP10123836	Deerfield Rd from Thornmeadow Rd to Saunders Rd -- Lake County Department of Transportation (Lake Co. DOT)	1	$ 2,302,500	$ 1,842,000	Fill key gap in regional facility	0	$ -	$ -	N	NA	N	Y	$2,302,500	$1,842,000	This project would construct a bikeway along Deerfield Rd from Thornmeadow to Saunders in Riverwoods. The total length of this bike path is 1.4 miles. This project will help fill a gap in the Deerfield Rd Trail. On the west, the trail extends west from Milwaukee Avenue, with a partially funded extension east to the Des Plaines River Trail in engineering (see BP10123672 above). On the east, the existing trail extends from Saunders across I-94 to Wilmot. This new path will connect to the Des Plaines River Trail to the west and the Lincolnshire/Riverwoods Bike Path to the north. The Deerfield Rd Trail is a primary trail identified in the Northeastern Illinois Regional Greenways and Trails Plan and is identified as a regional corridor in the Northwest Municipal Conference Bike Plan. The Village of Riverwoods is leading a Phase I Study for the widening of Deerfield Road and has included the bike path in their study; the projects will be pursued separately. Deerfield Rd is a minor arterial with an ADT of more than 14K; 21K to the east. Served by Pace Routes 576 and 626. The Deerfield Rd Trail links to the Deerfield Metra on the east and the Buffalo Grove Metra on the west, with large employement on either side of this trail.
42	BP10123840	Quentin Rd from IL 22/Main St to White Pine Rd -- Lake County Department of Transportation (Lake Co. DOT)	1	$ 2,746,000	$ 1,121,800	Complete streets proposal part of highway improvement. Partial funding	0	$ -	$ -	N	NA	N	Y	$2,746,000	$2,196,800	This project is for the construction of a 2.0-mile bike path along Quentin Road from Main Street (IL Route 22) to White Pine Road in Lake Zurich, Kildeer, and Deer Park. The project is in the Regional Greenways and Trails Plan as a primary trail. The project is also included in the Northwest Municipal Plan as a regional corridor. The project links to the Long Grove Road bike lanes and the Deer Grove Forest Preserve to the south. As part of the improvements, a couple of concrete culverts will need to be extended to accommodate the path. The County is currently leading a Phase I Study for the widening of Quentin Road and has included the bike path in their study. Quentin Road has 18K ADT at 45mph. Quentin is a minor arterial north of Rand Rd. No transit.
43	BP11123538	Crystal Lake Bikeway Corridor Improvements -- Crystal Lake	1	$ 75,585	$ 60,468	Fills gap in facility	0	$ -	$ -	Y	Suburban Bike Lanes	N	N	$75,585	$60,468	This project would provide striped bike lanes and signed routes in Crystal Lake, providing links between the Miller Rd Path in Lake in the Hills, the Prairie Trail, the Dole Ave bike lanes, the Walkup Rd path, and the Ridgefield Trace path. Roads to be improved include Golf Course Rd, Barlina Rd, Berkshire Dr, Crystal Lake Ave, and Walkup Rd. The project will provide improved access to downtown Crystal Lake and the Crystal Lake Metra Station. Additional destinations served include Lippold Park, the main beach at Crystal Lake, Indian Prairie Elementary School, Crystal Lake South High School, Coventry Elementary School, and Canterbury School, and Three Oaks Recreation Area. Both bikeway corridors are included in the draft Crystal Lake Bicycle Facility Master Plan. The City plans to finalize this master plan in the summer of 2011.
44	BP12123556	Homer Glen Community Trail - South Extension -- Homer Glen	1	$ 528,000	$ 422,000		0	$ -	$ -	N	NA	N	Y	$528,000	$422,000	This project extends an existing Greenways and Trails Plan Primary Trail segment. It provides a connection to the Homer Glen Village Hall and adjacent Senior Housing Complex near the Bell Road/Martingale Road intersection. The Community trail provides a direct connection to the commercial properties at the Bell Road/143rd and at Bell Road/159th, including the Bell Tower Plaza Commercial/Office Complex and the Sears retail complex. Future improvements along 159th Street by IDOT are anticipated to include pedestrian/bicycle improvements that will link to the entire business community along 159th Street. The ADT along parallel Bell Rd are about 13K. Streets crossed are 5K (151st) and 18K (159th). Bell Rd and 159th are principal arterials. Pace Route 832 runs along 159th Street.
45	BP12123634	DuPage River Trail - Segment 5 -- Forest Preserve District of Will County (FPDWC)	1	$ 1,715,000	$ 1,372,000		0	$ -	$ -	N	Will intersect planned 95th Street extension scheduled for 2012 letting.	DuPage River West Branch	Y	$1,715,000	$1,372,000	This project is Segment 5 of the DuPage River Trail extending from the current trail terminus in Knoch Knolls Park to the extension of 95th Street, in Naperville. The project is in the Regional Greenways and Trails Plan, as well as local and county bikeway plans. When built, the project will provide a non-motorized transportation link between Naperville and Bolingbrook, including an existing bikeway on 95th/99th utility row west to Neuqua Valley High School and the IL 59 commercial corridor. Further to the north, the existing trail connects to the DuPage Sports Complex, Edward Hospital, and downtown Naperville. The project will also fill part of the gap in the DuPage River Trail between Knoch Knolls Park and Plainfield. Local match coming from Referendum Bond funds. Connects with facility to be part of 95th St. extension over DuPage River (btwn Plainfield-Naperville Rd and Boughton Rd.) 95th Street Extension is in Engineering II and is scheduled for letting in 2012. http://data.cmap.illinois.gov/tip/agr_projectdetails.aspx?projectID=08-00-0054. No transit

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 - Pojects 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
46	BP07123587	Various Transit Oriented Development in the Southland -- Park Forest	1	$ 134,000	$ 107,000		0	$ -	$ -	Y - Parking at TOD sites in the south suburbs	NA			$134,000	$107,000	Match to be provided by ATA and the Chicago Southland Economic Development Commission. Project includes analysis and racks. Construction cost is $80,000 for 300 racks, or $267 per rack. Per discussion with Dan Persky of ATA, the project understanding is that the installation program element should be delayed to allow time for plans and agreements, instead of placing all programming in 2012. In addition, project will include rack installation as well as purchase. OK to drop benches from proposal, since they may add complexity to project.
47	BP09123569	Elgin CBD Bike Racks Program -- Elgin	1	$ 96,000	$ 76,800		0	$ -	$ -	N	NA			$96,000	$76,800	The scope of this project is to add additional bike racks in the CBD to promote and encourage bicycle travel. There are 48 blocks along the CBD roadways and two racks would be installed per block for a total of 96 new racks. The cost to furnish and install the selected bike rack is estimated at $1,000 per rack.
48	BP09123829	Kane County Bike Rack Program -- Kane County Department of Transportation (Kane Co. DOT)	1	$ 84,000	$ 67,200		0	$ -	$ -	Y - includes train station parking	NA			$84,000	$67,200	A County-wide Bicycle Rack Program will allow the purchase and installation of 120 bike racks in various priority locations within Kane County, including libraries, train stations, park and forest preserve districts, commercial areas, city halls, and other public buildings and property. Kane County will work with the Kane Kendall Council of Mayors', Bicycle/Pedestrian Committee to assist with the development of the program. Coordination with IDOT will be pursued to establish procedural guidelines. Installation ready sites (concrete pads or sidewalks) will be required. The cost of the racks installed is estimated at $700 per rack, resulting in a total program cost of $84,000.
49	BP08123577	Sign the Wheaton Bicycle Network -- Wheaton	1	$ 167,200	$ 133,760		0	$ -	$ -	N	Suburban Marked Routes			$167,200	$133,760	As part of the first stage of implementing the Wheaton Bicycle Plan, Wheaton is requesting funding for signing suitable streets in various locations in Wheaton, as identified in the Wheaton Bicycle Plan. The proposed signed routes are extensive, linking to destinations throughout Wheaton, including transit and the Illinois Prairie Path.
50	OT01123609	Chicago Bike Sharing Program - Startup -- CDOT	1	$ 22,500,000	$ 14,360,000	2500 bikes + 3 year operations for phase 1	0	$ -	$ -	Y - will support non-motorized transportation for the last mile of transit trips in Chicago Central Area	Y - Innovative bike share program for Chicago			$22,500,000	$18,000,000	The program is an automated self-serve bike sharing system with 3,500 bicycles in Chicago. This system allows bicycles to be rented at one location and returned at another location. The first 30 minutes are free to the user, to encourage trips under 5 miles. The bicycles would be located in the dense core of the city on public right of way. In this area, 200K people live and 500K people work. The system would begin with 2500 bikes in 2014, with an additional 1000 bikes in 2016. Bicycles and docking stations would be removed for the winter months. Funding is requested for 25% of the operating costs; user fees, advertising, and sponsorships would cover the remaining costs.
51	BP03123585	Bike-to-Metra Guides: Round 2 (Regionwide) -- Schaumburg	1	$ 96,000	$ 76,800		0	$ -	$ -	Y - Bike to Metra Guides	NA			$96,000	$76,800	This project prepares customized bike-to-Metra guides for at least 16 communities. The customized guides feature a local map with preferred bicycling routes to the station or stations, as well as logistical and bicycle safety information. They also highlight the financial, environmental and health benefits of cycling. They are distributed at Metra stations, community events and online.
Suggested Primary Package of Projects to Shift Mode through Innovation, Access to Transit, Closing System Gaps, and Addressing Barriers to Walking and Cycling																
Priority Recommendations without Suggested Funding from CMAQ																
1	BP01123640	Weber Spur Trail UPRR (Former CNW) -- CDOT	1	$ 9,210,000	$ -	Would supplement existing funding	0	$ -	$ -	Y	Elevated Rail-Trail. Multi-jurisdictional trail	Yes - Peterson, Elston, Foster, Cicero, and Lawrence Aves, Chicago River, and I-94	Y	$9,210,000	$5,128,888	Sponsor is requesting additional money for project with previous CMAQ funding ($2.24 M)for engineering and ROW acquisition. Project connects with existing Elston Avenue Bike Lane, existing Sauganash Trail, the extension of the North Branch Trail (under development), and the existing on-street Lakefront-North Branch Connector via Bryn Mawr Bike Lanes. The segment of this project south of the junction with the Sauganash Trail is a "primary trail" on the Regional Greenways and Trails Plan.
2	BP01123645	71st Street Bike Lane/Road Diet -- CDOT	1	$ 7,750,000	$ -		0	$ -	$ -	Y	Pedestrian Safety Improvement at Railroad Grade Crossings; Road Diet	No	N	$7,750,000	$5,800,000	This project is expected to improve travel safety for all users. Project is of transit interest, being at Metra Electric South Shore and Bryn Mawr Stations. This road diet project will link the Lakefront Path at its terminus at the South Shore Cultural Center to the recommended bike route at Jeffery Boulevard. Supports Bike 2015 strategies. 71st Street was the site of a Walkable Communities Workshop conducted by CMAP in 2006. Project can be extended to the Stony Island Cycle Track now being developed at a later date.

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 - Pojects 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
3	BP01123685 *(Pedestrian Facility Project)*	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations -- CDOT	1	$ 3,900,000	$ -	No project obligations for phases 1-2	0	$ -	$ -	Y	Curb extensions, pedestrian countdown and audible signals, signal timing updates, pavement markings, and pedestrian refuge islands, among others.	N	N	$3,900,000	$3,120,000	Project is requesting third phase of previously funded project. This project will identify barriers to pedestrian access to 10 Chicago Transit Authority rail stations city-wide, then develop, design and construct appropriate intersection improvements. Potential design elements include: curb extensions, pedestrian countdown and audible signals, signal timing updates, pavement markings, and pedestrian refuge islands, among others.
4	BP02123658	Techny Trail Segment 5. Harlem Av from Glenview Rd to Golf Rd -- Glenview	1	$ 1,135,000	$ -	Needs Morton Grove coordination	0	$ -	$ -	Y	NA	No	Y	$1,135,000	$908,000	Techny Trail extension, on proposed realignment. The Techny Trail is in the GWTP and has been under development since 1994. The existing and proposed trail sections have numerous and diverse land uses including, residential, METRA stations, schools, recreational areas, businesses and retail. This project moves the proposed Techny Trail alignment away from the Metra ROW to Harlem Ave. This eases implementation, but coordination with Morton Grove is an open issue; Adriana indicated she would touch base with Tomich about this.
5	BP02123662	Waukegan Rd from S of Glenview Rd to Chestnut Av -- Glenview	1	$ 1,220,000	$ -		0	$ -	$ -	Y	NA	No	N	$1,220,000	$80,000	Site of 2006 CMAP Walkable Communities Workshop. Funding not requested beyond E1. The proposed project is in Downtown Glenview, from Dewes to Chestnut (1 mile). The proposed multi-use path will replace existing sidewalk. This multi-use path will serve as a linear connection to the Techny Trail system, Metra Stations, park, and the Glen Town Center.
6	BP03123735	IL 19/Irving Park Rd from Schaumburg Rd to Park Blvd -- Streamwood	1	$ 1,300,000	$ -	Complete Streets. MYB List option	0	$ -	$ -	N	Multi-jurisdictional corridor	No	N	$1,300,000	$960,000	Project is part of NWMC Irving Alt 1 regional corridor. Project is to be completed as part of a project to provide additional highway lanes on Irving Park Road. The STP-funded project does not include funds for non-motorized transport. http://data.cmap.illinois.gov/tip/agr_projectdetails.aspx?projectID=03-09-0073. Current const FY 2013. The path would connect the Forest Preserve District's trail system on the west, link to the Park Blvd bikeway, and connect to the Hanover Park Metra Station on the east side of the village, and retail.
7	BP05123680	Bike-Ped Bridge over 1st Av at Forest Av -- Riverside	1	$ 3,950,000	$ -	Partially fills major gap in Salt Creek Greenway; student safety; suggest fully developed plan for Salt Creek Greenway	0	$ -	$ -	Y	Traffic Flow Benefit	Y - 1st Ave, 40K ADT	Y	$3,950,000	$3,160,000	SRA- Trail Grade Separation. Project constructs bike-pedestrian bridge over 1st Avenue, an SRA, carrying many Riverside-Brookfield HS students to homes in Riverside, Hauser Junior HS students (e/o 1st Ave) to homes west of 1st Ave, and also filling part of a gap in the Salt Creek Greenway Trail. This project coincides with an intersection improvement CMAQ proposal for 1st Avenue - should the projects be combined? The ADT on 1st Avenue, an SRA, is nearly 40,000. The bridge is consistent with a route for the Salt Creek Greenway through local streets in Riverside, rather than through the Des Plaines River floodway, offering a more economical solution to fill the gap. However, this project does not carry the Salt Creek Greenway Trail over the Des Plaines River and will not fill the gap in the other direction around the zoo to the current trail terminus at 26th Street.
8	BP06123571	Cal-Sag Trail East Segment (Blue Island) -- Blue Island	1	$ 13,700,000	$ -		0	$ -	$ -	Y	Multi-jurisdictional corridor	I-57, Ashland Ave, Little Calumet River,	Y	$13,700,000	$10,006,000	This is the east segment of the Calumet-Sag trail, now in development. This segment extends from near Laramie/127th in Alsip to the Burnham Greenway in Burnham. This request is for construction 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 Blue Island, and will link to various community facilities, to the Burnham Greenway, and to the Major Taylor Trail in Chicago. This segment will improve access to Metra stations in Blue Island and Riverdale, as well as the Hegewisch station on the South Shore Line in Chicago. The segment crosses 18 Pace bus lines. One parcel of right of way is needed and is expected to be donated.
9	BP06123600	Bridgeview Community Multi-Use Path -- Bridgeview	1	$ 2,070,000	$ -		0	$ -	$ -	Y	NA	N	Y	$2,070,000	$1,536,000	Project provides 4.5-mile multi-use trail extending north-south in Village of Bridgeview, roughty paralleing the IHB RR. The project is an alternative alignment to the IHB trail in the Regional Greenways and Trails Plan. Project will link on the south to planned Stony Creek Trail in Oak Lawn, thence to the Calumet Sag Trail. Requires modest row acquisition. Facility connects to Pace Transit Center at Toyota Park at north end, and to Pace routes on 79th, 87th, Harlem, and on 95th Street (via the connecting trail in Oak Lawn). The facility will provide better access to several schools. The project also provides access from residential areas to 3 parks in Bridgeview, Centennial Park in Oak Lawn, and to business districts along Harlem and 79th Street corridors.

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 - Pojects 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
10	BP09123699	Elgin Bikeway Plan Sherman Hospital-Metra Station Sidepath, from Lyle Ave at Big Timber (Big Timber Metra Station) to Randall Rd at Alft -- Elgin	1	$ 2,250,000	$ -	Access to transit (just less than 1000)	0	$ -	$ -	N	NA	N	N	$2,250,000	$1,800,000	This project provides a bikeway from Randall Rd at Alft Lane to Big Timber Rd at Lyle Avenue (Big Timber Metra Station) for a total distance of 1.4 miles. The path would be located on the east side of Randall and the north side of Big Timber. Randall Road is a principal arterial, ADT of 41,000. Big Timber Road is a minor arterial; ADT of 17,000. This project is part of the Elging Bikeway Master Plan. The project would connect the Metra/Big Timber Road Commuter Station to major regional employment centers within the City including Chase (1,800 employees), John B. San Filippo & Sons Fisher Nut Factory (900 employees) and the new Sherman Hospital opened late 2009 which has over 2,200 employees at this location. This project would include the construction of a new 12-foot bituminous path, retaining walls as needed, traffic signal modification at four locations to add pedestrian signals, and signing. Project is served by Pace route 550.
11	BP09123704	Great Western Trail East Extension -- St. Charles	1	$ 10,358,000	$ -	Rails to Trails	0	$ -	$ -	N	Rails to Trails Project	Fox River, IL 31 (ADT 16K), IL 25 (ADT 11K)	Y	$10,358,000	$8,286,000	This project provides for the purchase of abandoned Union Pacific Railroad right-of-way and construction of a shared-use trail along that abandoned right-of-way. The abandoned right-of-way is on an east-west alignment through the central part of Saint Charles, extending 3.17 miles from Tyler Road across North Avenue, intersecting the Fox River Trail, then connecting with the existing Great Western Trail west of Randall Road. The right-of-way is 100 feet in width. The project involves the removal and replacement of the decks and parapets of three bridges, as well as structural repairs. Owing to the elevated nature of this facility, the project will also involve connecting trails and retaining walls. An intergovernmental agreement was entered into in February, 2011 between St Charles, Kane County, St Charles Park District, and the Forest Preserve District of Kane County for the acquisition and development of this facility. The current rail-trail terminates on the west side of Saint Charles; the trail winds through parks and surface streets to the Fox River Trail. The existing railroad has a mixture of at-grade and grade-separated crossings of area arterials.
12	BP09123721	US Route 34 Shared-Use Trail -- Yorkville	1	$ 870,000	$ -		0	$ -	$ -	N	NA	N	N	$870,000	$646,000	This trail project extends along US 34 from Eldamain to Cannonball on the west side of Yorkville, connecting residential areas to the east with a major commercial area, a hospital, several schools, the Yorkville and Kendall Co government centers and the Fox Valley YMCA on the west. The trail is included in the Regional Greenways and Trails Plan. Yorkville voters recently rejected two referenda to provide matching funds for bikeways, but staff requests continuing to move forward with this project unless council acts officially. US 34 is a principal arterial with an ADT of 15,000.
13	BP11123534	Edgewood Dr from Hanson Rd to IL 31/Main St -- Algonquin	1	$ 753,000	$ -	Part of highway improvement	0	$ -	$ -	N	NA	N	N	$753,000	$554,000	This bikeway project is part of a larger highway improvement. Construction costs of more than $6 million for total project only about 10% funded at this time, but phase-1 report has received design approval. The project extends through a mostly residential area to IL 31. Part of local bikeway plan for Village of Alginquin. Numerous existing and planned facilities connect to multiple community destinations. No transit.
14	BP11123537	Randall Road Pedestrian Crossing from Golden Eagle Drive to Stonegate Road -- Algonquin	1	$ 3,950,000	$ -	Part of highway improvement	0	$ -	$ -	N	NA	Randall Road	N	$3,950,000	$3,160,000	Project will provide grade separation of bike-ped travel from Randall Rd, an SRA with an ongoing widening study expected to bring lane count as high as nine (9). Project alternatives still in development, but any chosen alignment will provide benefits of providing access across Randall Rd. County's goal is to separate bike-ped traffic from vehicular traffic on Randall. Commercial on both sides of Randall, with residential to the east, and high school to the west. Existing bikeway crosses Randall at Huntington, with link to Prairie Trail. Randall Road ADT is 45K, speed is 45mph. Randall Road is a principal arterial. No transit.
15	BP02123684 *	Milwaukee Avenue (IL Route 21) Multi-Use Path Improvements -- Glenview	1	$ 1,401,000	$ -	Complete Streets. MYB List option	0	$ -	$ -	N	NA	I-294 Tri-State Tollway	N	$1,401,000	$1,120,800	Project is a complete-streets multi-use trail to be implemented with an IDOT highway improvement on Milwaukee Avenue in Glenview (stage 1, 2014). The site is served by Pace Routes 270 and 272; corridor is planned for signal priority service. Site currently has only intermittent sidewalks. Site serves large-scale commercial buildings with substantial employment, as well as a large park, residential, school, and retail uses. Project is included in the NWMC bikeway plan and the village's bikeway plan.
16	OT01123608	Chicago Sidewalk Snow Removal Campaign -- CDOT	1	$ 2,100,000	$ -	Maintenance is not CMAQ eligible	0	$ -	$ -	Y - will remove snow from transit walking routes	Y - Sidewalk snow removal campaign			$2,100,000	$1,680,000	An average of 74 days per year with snow on the ground produces serious barriers to walking and fixed-route transit use. The project will implement a program in 10 wards, each with 44 miles of priority sidewalk. The program will consits of marketing and education materials (PSAs, brochures regarding winter walking and transit use, training for plow drivers regarding maximizing pedestrian access, and other campaign materials. In addition, in the 10 wards, 44 miles of priority sidewalks will be identified. Staff and volunteers will be identified to assure clearance of the priority routes. Purchase equipment for the support of the plans.

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 - Pojects 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
Suggested Secondary Package of Projects to Shift Mode through Addressing Additional System Gaps and Barriers to Walking and Cycling **Additional Recommendations without Suggested Funding from CMAQ**																
1	BP01123644	Lawrence Avenue Bike Lane/Road Diet	0	$ -	$ -		1	$ 13,555,000	$ -	Y	Road Diet. Match 2-lane cross sections on either side.	No	N	$13,555,000	$10,080,000	Project is of transit interest, being near Metra Ravenswood Station and the CTA Kimball line. This road diet project support an existing bike lane/shared lane system on Lawrence extending from Austin to the lake shore. Supports Bike 2015 strategies. The project is not specifically listed in RGTP or Streets for Cycling Plans, but offers strategic support for the Streets for Cycling Plan.
2	BP01123646	43rd St Bicycle-Pedestrian Bridge -- CDOT	0	$ -	$ -	Alternative to 41st Street - less ready, but better spacing and transit.	1	$ 25,355,000	$ -	Y	NA	Yes - Metra Electic District RR, Illinois Central RR, and Lake Shore Drive	N	$25,355,000	$18,844,000	Sponsor is requesting additional money for project with previous CMAQ funding ($1.44 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 highest-ranking unbuilt project in the plan's priority calculations. The project will cross both Lake Shore Drive and the CN/Metra Electric railroad tracks.
3	BP02123652	Old Orchard Rd from Skokie Blv to Gross Point Rd -- Skokie	0	$ -	$ -		1	$ 635,000	$ -	Y	NA	No	N	$635,000	$461,000	Project is included in Skokie and NWMC 2007 plans. Project will link Old Orchard Shopping Center across forest and cemetery land with the remainder of Skokie. These plans both indicate bike lanes, but the lack of vehicle access and the absence of ped facilities argues for an off-street solution here. Old Orchard has over 1000 employees.
4	BP03123557	Harmon Boulevard / Huntington Boulevard Corridor Bicycle Project -- Hoffman Estates	0	$ -	$ -		1	$ 588,000	$ -	N	NA	No	N	$588,000	$470,400	The project connects the Bode Road bicycle path with the Park District Community Center, Village Hall and the programmed bikeways on Hassell Road. The project will install a bikeways on Harmon Boulevard, in the vacant Huntington Boulevard right of way, and on Huntington Boulevard. The project will extend from Bode Road on the south to Hassell Road on North. On the south, the trail also connects to the Schaumburg Springingsguth Rd bikeway leading to the Schaumburg Metra station.
5	BP03123562	Martingale Road Bikeway -- Schaumburg	0	$ -	$ -		1	$ 2,264,000	$ -	N	NA	No	Y	$2,264,000	$1,811,000	The Martingale Road Bikeway project consists connection from Schaumburg to the Ned Brown Forest Preserve (2.5 million visitors per year) and Alexian Brothers Medical Center (2700 employees). This project provides the connection by providing a link to a bike path and overpass recently constructed by the Village of Elk Grove. As part of the project, a bridge will have to be constructed to cross a drainage channel on MWRD property. Project would complete missing gap in regional trail system, improving access for downtown Schaumburg and Olympic Park. Project has been coordinated with MWRDGC.
6	BP03123618	Kensington Road Shared Use Path - Rand Road (US 12) to Burning Bush Lane -- Mount Prospect	0	$ -	$ -		1	$ 3,307,700	$ -	N	NA	No	N	$3,307,700	$2,646,200	Project links to bikeways along Wheeling Rd (existing), within Randhurst Redevelopment (future), along Elmhurst Ave (existing), along Burning Bush Lane (existing), on Kensington Rd west of Rand Rd (TIP #03-09-0057), River Trails School District (includes Prospect High, Euclid Elementary, River Trails Junior High), retail, and places of worship.
7	BP03123730	Salt Creek Bike Path Extension from Kirchoff Rd to Martin Ln -- Rolling Meadows	0	$ -	$ -		1	$ 573,000	$ -	N	NA	No	Y	$573,000	$118,000	$118 in CMAQ funds are sought to supplement $340K in ITEP funds for this project.This project will complete a missing segment of the Salt Creek Trail in Rolling Meadows with an off-street path. The segment is a gap in the off-street trail, with segments to the north (across Kirchoff) and the south. The segment connects directly to the City's library and its park system. The trail is an element of the regional greenways and trails plan.
8	BP04123678	Northwest Av from Grand Av to North Av -- Northlake	0	$ -	$ -		1	$ 930,200	$ -	N	NA	No	N	$930,200	$744,000	Provides a multi-use facility from Grand Avenue to North Ave along Northwest Avenue in Northlake, as a follow-up to a reconstruction of Northwest Avenue (TIP ID 04-01-0007). LIB Complete Streets Audit of this project showed major deficiencies of the reconstruction project for bike-ped access. The project will link the industrial employees along this route with Pace Route 309. The south intersection was subject of Walkable Communities Workshop. Freight employers in this area noted transit issues. 8-foot cross-section meets AASHTO minimum, but 10' is desirable.
9	BP05123686	Bike Path - Brainard Av - Joliet Rd to 55th St -- Countryside	0	$ -	$ -		1	$ 1,156,000	$ -	N	NA	No	N	$1,156,000	$925,000	Project links residential and commercial areas of Countryside, and links to bikeways in Arie Crown Forest Preserve. Project is included in Central Council of Mayors bikeway plan as a bike lane. However, community prefers an off-street solution to better accommodate more users, including younger riders and pedestrians (there is not an existing sidewalk to accommodate pedestrians at this time).

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 - Pojects 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
10	BP06123445	Stony Creek Bike Trail - Stage 2 -- Oak Lawn	0	$ -	$ -	RR coordination	1	$ 2,881,000	$ -	N	Coordination with Metra Bridge Replacement	Y - NS/Metra SWS RR	Y	$2,881,000	$1,080,000	Project completes a missing link in the Stony Creek Trail across Norfolk Southern RR (Metra SW Service). Project is on SW Council of Mayors Bikeway Plan, and (partially) on the Greenways and Trails Plan. Projects connects neighborhoods in Chicago Ridge and Oak Lawn with very limited connectivity; project can reduce several VMT per trip for trips across the NS tracks. Project follows Stony Creek under NS RR, then loops to NE along RR ROW. May involve replacement of RR bridge, and will involve RR coordination.
11	BP06123456	Stony Creek Bike Trail - Stage 3 -- Oak Lawn	0	$ -	$ -		1	$ 877,000	$ -	N	NA	No	Y	$877,000	$702,000	Project will complete a gap in the Stony Creek Trail betwee 103rd and 107th Streets in Oak Lawn. Existing trail segments run along 103rd Street, from 107th to 110th Street, 116th to 120th, and 122nd to 127th. Project will link to Richards High School and will cross Central Avenue. ROW will be required.
12	BP06123467	St. Casimir Bike Trail -- Oak Lawn	0	$ -	$ -	Development coordination	1	$ 3,262,000	$ -	N	Redevelopment involved	Y - Cicero and 111th Aves, 47K and 23K ADT respectively	Y	$3,262,000	$2,610,000	Project will complete a gap in the Stony Creek Trail betwee 110th and 115th Streets in Oak Lawn (known as St Casimir Trail, owing to its traversing the west side of St Casimir Cemetery). Existing trail segments run along 103rd Street, from 107th to 110th Street, 116th to 120th, and 122nd to 127th. Project will cross Cicero Ave and 111th Street with a single, diagonal bridge. Substantial ROW will be required; submittal indicates that a donation is expected. Land (super K-Mart and other retail) seems ripe for redevelopment; Oak Lawn noted to be working with developers of the site (see p. 9 of http://www.oaklawn-il.gov/pdfs/2010%20State%20of%20the%20Village%20Presentation.pdf). Staff is concerned that bridge cost estimate is low.
13	BP06123482	Cal-Sag Trail - West Segment (FPDCC Leg) -- Forest Preserve District of Cook County (FPDCC)	0	$ -	$ -		1	$ 5,624,000	$ -	N	Multi-jurisdictional corridor	Calumet Sag Channel, LaGrange Road (41K ADT), 104th Ave (9K ADT)	Y	$5,624,000	$4,119,000	This is the western-most segment of the Calumet-Sag trail, now in development. This segment extends mostly across forest preserve lands, linking Palos Park and points east with Lemont and points west. 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 Forest Preserve.
14	BP06123736	Lemont Rd and Bluff Rd from Waterfall Glen Bike Path to the Des Plaines River Bridge -- Lemont	0	$ -	$ -		1	$ 509,000	$ -	N	Suburban Bike Lanes	N	N	$509,000	$407,200	This project will improve Lemont Road and Bluff road to connect Waterfall Glen Trail to I & M Canal / Centennial Trail and to the Lemont Metra station and downtown Lemont. The project includes bike lanes on Bluff Road and a sidepath on the approach to the Lemont Road Bridge over the Des Plaines River and Sanitary and Ship Canal. On the bridge, the sidepath will link to an existing sidewalk behind a jersey barrier; this sidewalk extends across the bridge to downtown Lemont. This project is included in the Lemont Bike and Pedestrian Plan (2004), http://www.lemont.il.us/DocumentView.aspx?DID=92. 8-foot cross-section meets AASHTO minimum, but 10' is desirable.
15	BP08123638	Dupage DOT Gary Ave Trail, Carol Stream -- DuPage County Department of Transportation (DuPage DOT)	0	$ -	$ -		1	$ 3,162,000	$ -	N	NA	N	N	$3,162,000	$2,529,000	Project is to provide a multi-use path for Gary Avenue in DuPage County. DuPage County is currently planning an improvement for Gary Avenue this year, but does not have sufficient funds for the bikeway at this time. Complete streets highway improvement retrofit. Facility is included in the DuPage County Regional Bikeway Plan as a regional facility, providing a link between the Great Western Trail and the North Central DuPage Regional Trail. Adjacent land use is industrial to the east, and residential/commercial to the west. DuPage County and Carol Stream will both be providing match via local funds. This section of Gary Avenue is served by Pace route 711.
16	BP09123625	Orchard Road Pedestrian Facility Project -- North Aurora	0	$ -	$ -		1	$ 387,700	$ -	N	NA	N	N	$387,700	$310,200	This is a 10-foot sidepath proposal. The Village of North Aurora completed a 2007 CMAQ Grant in 2009 for a pedestrian bridge along the northern side of Oak Street. To compliment this substantial improvement, the Village is seeking funding for a pathway from the Waterford Oaks Subdivision (1000 residents) on Oak Street, west to Orchard Road where pedestrian signalization will be installed; then along the eastern side of Orchard Road south to Orchard Gateway Boulevard where pedestrian signalization will also be installed. Along this route there are three major commercial developments and two residential subdivisions. Includes pathway installation, pedestrian signalization at two (2) intersections and appropriate pedestrian pavement markings. Connects to but is not part of GWTP. ROW Required; schedule is too optimistic. No transit service on Orchard or Oak. Orchard 26K ADT @ 50 mph; Oak 7.6K ADT @ 45 mph.

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 - Pojects 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
17	BP09123693	Otter Creek Bike Bridge -- Elgin	0	$ -	$ -		1	$ 331,000	$ -	N	Multi-jurisdictional corridor	Ferson Creek	Y	$331,000	$264,800	Included in RGTP. Proposed bike bridge connects parts of the Mid-County Trail, closing a short gap by building a bridge over Otter Creek. The location is where the Mid-County Trail meets the Elgin Trail, which will veer northeast south of US 20 to serve Elgin Community College and a major park district facility before reaching the Fox River. This section of the Mid-County trail serves residential neighborhoods along Bowes Road consisting of several hundred homes, and the Randall Road commercial corridor. There is no direct transit access from this facility.
18	BP09123694	CH 8/Fabyan Park-way from Bent Tree Dr to Western Av -- Batavia	0	$ -	$ -		1	$ 1,406,000	$ -	N	NA	Mill Creek	Y	$1,406,000	$1,124,800	Included in RGTP. Proposed bike trail will fill a gap in the Regional Greenways and Trails Plan facility along Fabyan Parkway in Batavia. Project will include the trail and culvert improvements to accommodate the trail. Note, however, that there is an existing trail on the north side of Fabyan that slips into a residential neighborhood; using the existing trail would require crossing Fabyan twice. Fabyan does not have transit service. Transit service exists on the west terminus of the project at Randall Road (Pace Route 529). Major commercial center is also on Randall Road.
19	BP09123700	Blackberry Creek Shared -Use Path Bridge -- Sugar Grove	0	$ -	$ -		1	$ 600,000	$ -	N	NA	Blackberry Creek	N	$600,000	$480,000	By creating a shared-use path bridge over the Blackberry Creek, the Village will provide residents with a direct connection to the Virgil Gilman Trail, which passes through Waubonsee Community College, downtown Aurora and intersects the Fox River Trail. The improvements will require the construction of 2,300 LF of new shared-use paths, and a new 100' shared-use path bridge over the Blackberry Creek. Currently, the Village of Sugar Grove has no direct connection to any regional bike trail systems. The village is split by the trail and surrounding forest preserve. Having the two connections to the Virgil Gilman Trail will have the effect of providing non-motorized access between these two sections of the village. In 2009, the Village constructed 6,175 LF of shared-use path along Municipal Drive and Galena Boulevard, extending the shared-use path system to the southwest. This path would also have direct access to the Virgil Gilman Trail via the construction of the proposed shared-use path extension and bridge over the Blackberry Creek.
20	BP09123827	Randall Rd from Stearns/McDonald Rd to Silver Glen Rd -- Kane County Department of Transportation (Kane Co. DOT)	0	$ -	$ -		1	$ 1,067,040	$ -	N	NA	N	Y	$1,067,040	$853,630	The project involves the construction of a 10 foot wide bikeway along the west side of Randall Road from Silver Glen Road to Stearns Road and along Stearns Road from Randall Road to McLean Boulevard. The total length of the bike path is approximately 2.45 miles. The project will provide a bikeway link to Kane County's largest regional bicycle trails: the Mid-County Trail, Fox River Trail and Randall Road Trail. In addition, the project connects to the newly built bicycle and pedestrian bridge over Randall Road at Silver Glen Road. There are currently no sidewalks along Randall Road or Stearns Road within the project limits. With an ADT of over 50,000 vehicles on Randall Road, a principal arterial, Kane County is looking to alleviate congestion by creating a mode shift (cars to bikes) opportunity from the adjacent residential neighborhoods to both local and regional destinations. The bike path is included in the Kane/Kendall County Bicycle Planning Map. Stearns Road section is included in the Regional Greenways and Trails Plan.
21	BP09123828	Bowes Rd from Del Webb Blvd to McLean Blvd -- Kane County Department of Transportation (Kane Co. DOT)	0	$ -	$ -		1	$ 1,654,900	$ -	N	Suburban Bike Lanes	N	N	$1,654,900	$1,323,900	The project involves the construction of 5 foot wide bicycle lanes on both sides of Bowes Road from ~1,000 feet east of Randall Road to McLean Boulevard and sidewalk on both sides of Bowes Road from Randall Road to ~1,000 feet east of Randall Road. The total length of the project is approximately 1.1 miles. An actuated (push button) flashing beacon warning system will be installed at the Bowes Road and Del Webb Boulevard intersection. Signs and pavement markings will be posted to designate lane usage. This project will provide a major east-west connection between the Mid-County Trail and the McLean Boulevard Trail. The City of Elgin has submitted an additional application that will continue the McLean Boulevard Trail north to connect to Elgin Community College. Together, these planned facilities would provide a needed connection between the Mid-County Trail and the Sparten Drive Trail to the north. The bike path has been planned for and is included in the Kane/Kendall County Bicycle Planning Map and the City of Elgin Bikeway Master Plan. Bowes has an ADT of 12,600 and is classed as a principal arterial. Transit service (route 549) is available on McLean Blvd.
22	BP10123671	US 41/Skokie Valley Rd Pedestrian Overpass -- Highland Park	0	$ -	$ -		1	$ 378,000	$ -	N	NA	Existing US 41 Skokie Highway Bridge (Improved)	N	$378,000	$302,400	The project includes a new railing for an existing bike bridge to meet modern standards, illumination, and 250' of new asphalt bike path west of the overpass along Old Deerfield Rd. to connect directly to the Skokie Valley Trail. Old Deerfield Rd is a collector road with an ADT of 4100. Old Deerfield Rd traveled way is poorly defined in this area; wide shoulders undifferentiated from parking for adjacent business. 8-foot cross-section meets AASHTO minimum, but 10' is desirable; however connects to a pedestrian overpass.

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 - Pojects 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
23	BP10123839	Buckley Rd from Milwaukee Ave to O'Plaine Rd -- Lake County Department of Transportation (Lake Co. DOT)	0	$ -	$ -		1	$ 5,393,000	$ -	N	NA	Des Plaines River	Y	$5,393,000	$4,313,400	This project provides E-W non-motorized access to the Independence Grove Forest Preserve, a major regional-scale recreation area in the Lake County Forest Preserve. The project also provides access to the Des Plaines River Trail. This trail is on the Northeastern Illinois Regional Greenways and Trails Plan. The 2.4-mile project links residential areas of Green Oaks with commercial area along IL 21 in Libertyville; may improve access to Libertyville Train Station (just outside 1-mile buffer). Buckley/IL 137 has 26K ADT at 40 mph and is a principal arterial.
24	BP12123539	Bridge St Multi-Use Path from 700 ft west of McKinley Woods Road to I & M Bike Path -- Channahon	0	$ -	$ -		1	$ 1,905,000	$ -	N	NA	I&M Canal	N	$1,905,000	$1,524,000	The Bridge St. Multi-Use Path would be approximately 5000 feet long, 10 feet wide and constructed with a stone base course and bituminous surface. Some easements or land acquisition required. Storm sewer will be needed in select areas to provide for proper drainage and an existing box culvert will need to be extended. Some tree removal will be necessary. A prefabricated bridge is anticipated to cross the I & M Canal and tie into the existing path. The proposed off-road path will provide a route for residents to access the I & M Canal Trail and its many amenities, and will provide a safe route for students to walk or bike to the Minooka High School – Channahon Campus. The I & M Canal Trail extends northerly to US Route 6 and provides a direct link to the Channahon commercial district along this route. The existing Village connecting trail along US Route 6 also provides a direct bicycle/pedestrian route to the Village's Municipal Center and the Channahon Park District main facility. The proposed path would also provide a link to the Village of Minooka Trail System which would thus provide their residents an uninterrupted route to amenities in neighboring Channahon. Facility is specifically called for in the Channahon Comprehensive Plan (2008).
25	BP12123616	McEvilly Road Multi-Use Path -- Minooka	0	$ -	$ -		1	$ 1,890,000	$ -	N	NA	DuPage River	N	$1,890,000	$1,512,000	This project fills a gap in Minooka's bikeway system. This project is for 2400 feet of 10ft. wide bituminous bike path starting an the eastern terminus of the existing path on the north side of McEvilly Rd. east of Santos Ave and continuing east along McEvilly Rd. to the existing path at Ford Rd. The project would include a bridge across the DuPage River approximately 200 ft. long. The proposed Bike Path will link to the Village of Channahon Trail system, linking to the I&M Canal Trail. The path is proposed to run in the right of way of McEvilly Rd. on the north side. The proposed path also provides an uninterrupted route from Channahon to the Minooka High School – Minooka Campus for students and staff from Channahon. The ADT on McEvilly Rd is about 5K. The road is a minor arterial with a speed limit of 40 mph. No transit
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
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 slong Division and Gougar to the commercial corridor along Farrell Road, including Wallgreens, 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 ADTs for these roads are 6000-7000. Division is a collector; Gougar is a minor arterial. No transit. Received revised proposal to reflect 10' path.

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 - Pojects 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
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 slong 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 Wallgreens, 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.
29	BP03123551	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 proposing to extend that project to the east to near RIver Road (adjacent to the Forest Preserve). This project will serve Prospect High School.
30	BP03123617	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 on any plan 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; 23' 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 3,800 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.
31	BP02123567	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.
32	BP08123579	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.
33	BP10123655	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.
Projects Submitted for CMAQ Funding not included in a Priority Package																
1	BP01123643	41st St Bicycle-Pedestrian Bridge -- CDOT	0	$ -	$ -	Alternative to 43rd Street - more ready.	0	$ -	$ -	Y	NA	Yes - Metra Electic 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 Shore Drive and the CN/Metra Electric railroad tracks. LSD is an expressway with 97K ADT
2	BP02123661 *(Pedestrian Facility Project)*	IL 21/Milwaukee Av at Castilian 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 Castilian Court. Approximate ADT 30,000 at this intersection. The intersection does not have pedestrian signals at this time. May support BP02123684, Milwaukee Ave bikeway, if selected.
3	BP03123728	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 GWTP. 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.

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 - Pojects 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
4	BP03123729 *(Pedestrian Facility Project)*	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 an opportunity for non-CMAQ project, 50/50 or other property owner participation, encouraged by BPTF.
5	BP03123731	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.
6	BP04123679 *(Pedestrian Facility Project)*	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 Pace bus stops on these arterial routes needs to be assured.
7	BP04123682 *(Pedestrian Facility Project)*	Westchester Sidewalk Improvements on Cermak Rd, Sunnyside Ave and W 31st St -- Westchester	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 merit as a multi-use path to access Salt Creek Greenway, and should be subject to further planning.
8	BP05123683 *(Pedestrian Facility Project)*	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 ADT 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.
9	BP06123463 *(Pedestrian Facility Project)*	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.
10	BP06123540 *(Pedestrian Facility Project)*	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 service exists on State Road, but bus service exists at the project NE terminus (Cicero Ave).
11	BP06123550 *(Pedestrian Facility Project)*	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.
12	BP06123628 *(Pedestrian Facility Project)*	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.
13	BP08123630 *(Pedestrian Facility Project)*	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 at or adjacent to this site. However, only $39,100 of the project's $333,000 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

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 - Pojects 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
14	BP08123636 *(Pedestrian Facility Project)*	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. Did 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 extending the existing sidewalk.
15	BP08123707 *(Pedestrian Facility Project)*	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 18K linear feet of sidewalk. Unclear where exact locations of improvements are. Serves retail area abutting residential area. Pace buses intersect this corridor at Belmont Avenue and at Main Street.
16	BP08123712 *(Pedestrian Facility Project)*	German Church Rd from County Line Rd to Greyston 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.
17	BP08123714 *(Pedestrian Facility Project)*	Jefferson St from IL 83/Kingery Hwy to York Rd -- Bensenville	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$836,000	$668,800	Project provides sidewalk on both sides of Jefferson Street from IL 83 to York Rd on both 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 ADT.
18	BP08123726 *(Pedestrian Facility Project)*	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.
19	BP10123654	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 proposal extends from Woodland Rd to Illinois Road. The project is 2500 feet. Engineering 1 through construction all within FFY 2012 is too optimistic.
20	BP10123664 *(Pedestrian Facility Project)*	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 ADT 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.
21	BP10123673 *(Pedestrian Facility Project)*	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, then north a short distance on 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.
22	BP10123690 *(Pedestrian Facility Project)*	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.
23	BP10123724	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 ADT of 8000 to 10000. The project is included in the Long Grove Paths and Trails Plan.

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 - Pojects 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
24	BP10123837	US 45 at Miller Rd -- Lake County Department of Transportation (Lake Co. DOT)	0	$ -	$ -		0	$ -	$ -	N	NA	US 45, 9K ADT	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 8,600. Speed is 45 mph. US 45 is a principal arterial. No transit.
25	BP12123547	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	This project would connect the business district of Frankfort, village hall, etc., with the Old Plank Rd Trail and the adjoining neighborhoods by constructing a multi-use trail along 96th Avenue in Frankfort from the Old Plank Road Trail to the Lincoln Highway. The project is included in the Village of Frankfort Bicycle Trail Master Plan. ADT 14K, principal arterial. 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.
26	BP12123549 *(Pedestrian Facility Project)*	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 ADT of 8500.
27	BP12123552	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 43. 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 ADT 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.
28	BP12123554 *(Pedestrian Facility Project)*	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 lineal 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. The twelve gaps in the sidewalk system 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 ADT of 35,000.
29	BP12123601 *(Pedestrian Facility Project)*	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 ADT 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.
30	BP12123602 *(Pedestrian Facility Project)*	Walmart/Target Access Pedestrian/Bicycle F acility along Illinois Route 59 -- Plainfield	0	$ -	$ -		0	$ -	$ -	N	NA	N	N	$1,190,000	$952,000	Project is 3 segments of sidewalk along an arterial and 1 segment of sidepath along IL 59 in Plainfield. Recently reconstructed, the road was given a "F" in an LIB Complete Streets Audit; local agency now seeks to retrofit ped facilities on roadway. Proposes ENG2 and CONST in three separate phases. ENG-2 should be done at one time because of getting sign-off and Const can be obligate at one time then phased. Project serves large commercial developments, with existing sidewalk and bike path links to interiors of adjacent residential areas. Most commercial development has adjacent sidewalks; unclear why this didn't take place for residential development. ADT for IL 59 is 31K at 45mph. IL 59 is a principal arterial. No transit.
31	BP12123604	Sidewalk along the north side of Sauk Trail from Larch Rd to 88th Ave, and bike Path along east side of 88th Av from Sauk Trail to Old Plank Rd Trail -- Frankfort	0	$ -	$ -	Frankfort projects need to be prioritized	0	$ -	$ -	N	NA	N	Y	$1,684,000	$1,347,200	Project is for a bikeway on the east side of Pfeiffer Rd a sidewalk on the north side of Sauk Trail. Both traverse and are adjacent to utility right-of-ways, so despite being open, this rules out substantial future developer exactions. This project will be complex, since it involves two railroad crossings (requiring an ICC order for approval). This will take time. There is a planned crossing of a Regional Greenways and Trails Plan primary segment in this area; either alignment works, since the proposed Pfeiffer Rd segment connects to the Old Plank Rd Trail. Intermediate school, Commissioners Park, and substantial residential are SE across power lines and RR; OPRT and village center are NW. Roads are functionally classed as collectors, with ADTs < 3000. 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.

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 - Pojects 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
32	BP12123615	Bike Path along north side of Sauk Trail from 80thAv east 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
33	BP12123622	Sauk Trail Rd Bike Path -- Frankfort	0	$ -	$ -	Frankfort projects need to be prioritized	0	$ -	$ -	N	NA	N	Y	$1,258,000	$943,500	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. RR crossing, so an ICC order will be required, which will take 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
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
35	BP10123691 *(Pedestrian Facility Project)*	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 ($100K). 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.
36	BP04123574	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.
37	BP04123588	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 new bike parking spaces net to the area.
38	BP08123581	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.
39	BP05123692	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 colllector and arterial streets in the City at the deployment sites in the submittal.
40	BP08123584	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.
41	BP08123631	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.
42	BP01123687 *(Pedestrian Facility Project)*	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.

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 - Pojects 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
43	BP01123589	Chicago Bikes Marketing Campaign-Phase IV-TravelSmart -- CDOT	0	$ -	$ -		0	$ -	$ -	N	NA			$1,700,000	$1,360,000	TravelSmart programs seek to improve public perceptions, knowledge and use of the more sustatainable 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.