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MEMORANDUM

To: **CMAQ Project Selection Committee**

From: Bicycle and Pedestrian Task Force

Date: June 30, 2011

Re: GO TO 2040 Focused Programming: Bicycle and Pedestrian Project Package

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> *A good walking and bicycling environment is essential for our region. Barriers to pedestrians, bicyclists, and people with disabilities can discourage mobility, require expensive auto trips, or even prevent trips. GO TO 2040 supports improving conditions for non-motorized transportation.* — *GO TO 2040, p. 359*

The Bicycle and Pedestrian Task Force proposes a package of projects that will achieve **mode shift**. That is, this package will shift travel from single-occupant vehicle travel to transit and non-motorized modes. This is accomplished by projects in the package that:

- Feature innovation and best practices;
- Improve access to transit, thus providing seamless coordination between modes;
- Address barriers to walking and cycling (including gaps in the cycle network); and
- Support complete streets concepts, thus providing modernized, multi-modal roadways.

The MPO Policy Committee requested that the Bicycle and Pedestrian Task Force identify projects of particular significance in advancing the goals, objectives and action areas of the GO TO 2040 Comprehensive Regional Plan. These projects will then be considered by the CMAQ Project Selection Committee. To identify such projects, the Bicycle and Pedestrian Task Force evaluated FY 2012-2016 Congestion Mitigation and Air Quality Improvement (CMAQ) Program project proposals using measures suggested by the Task Force in 2009 and using the guidance suggested by the MPO Policy Committee in adopting the focused program approach for CMAQ projects.[1,2]

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[1] Bike-Ped Task Force Memo on CMAQ Program Methods (Feb 2009)
[2] CMAQ Focused Programming Approach (January 2011)

The data reviewed in support of this effort was extensive, and involved a broad-based examination of each proposed project. These analyses included three areas:

- Descriptive — including an understanding of how the project provides non-motorized access to transit, to community facilities, and to activity centers. The descriptive elements also indicated whether the project was a "complete streets" project, part of a regional trail or subregional corridor, or a barrier crossing.
- Principles — including a data analysis for each project area, such as transit boardings, population and employment totals, and the appropriateness of the project. This latter analysis reviewed projects to assure that sidewalk proposals served arterial and collector streets, rather than local streets, and that bikeway proposals improved the level of service and overall connectivity.
- Plan Consistency – including our project understanding, and whether the project specifically addressed a need identified in an adopted plan or specific planning process. In addition, project readiness was addressed in this analysis.

The Bicycle and Pedestrian Task Force is expected to transmit a separate list of projects that have no discernable planning basis or are sidewalks serving only local streets, where there is not transit service. The Bicycle and Pedestrian Task Force recommends against funding such projects.

It is anticipated that one or more regional indicators would be improved by the projects. The recommended package of projects will achieve mode shift over the course of its implementation, and can be expected to have an impact on the following measures:[3]

- Percent of work trips by mode;
- Pedestrian level of service and bicycle level of service;
- Percent of regional trails plan complete.

Many of the projects' categories overlapped, with each project achieving multiple goals. Thus, a single package of projects for funding is proposed, the goal of which is to shift the mode of travel for a significant number of trips in metropolitan Chicago to walking, cycling, and transit. These travel mode shifts are achieved through innovation, providing access to transit, addressing barriers to walking and cycling, and supporting complete streets elements of highway improvements.

A few particulars regarding program analysis need to be mentioned:

Access to transit. The analysis conducted for the projects included geographical proximity to transit service, including a rail station in the analysis buffer area or an intersecting bus line. In the tables below, the project is considered an access to transit project if the boardings total more than 1000 in the buffer area. If more detailed transit information is requested, see http://www.cmap.illinois.gov/bicycle-and-pedestrian-task-force/minutes.

[3] http://www.metropulsechicago.com/#app=23dc&3ea4-selectedIndex=0

A particular project that will improve access to transit is the Chicago bike sharing proposal. This project will provide bicycles in the central area of Chicago, providing more options for the "last miles" of transit trips.

> *One important precondition for successful transit service is an extensive pedestrian and bicycle infrastructure that makes direct connections from transit stops to nearby destinations. This goes beyond sidewalks and bicycle facilities to include roadway design, pedestrian treatments at signalized road crossings, safety islands, or other improvements that provide safe ways to cross busy streets.* GO TO 2040, P. 298

Complete Streets and Other On-going Projects. The project list below specifically includes bikeway accommodations that are elements of projects that take a "complete streets" approach to project development. These projects design the entire roadway to assure accommodations of all road users, including walkers and cyclists. Many of these projects have been in engineering for some time and will be ready-to-go before a project starting from scratch. In addition, the package is weighted toward projects that are in the midst of project development, so the risk of programming projects that will remain dormant may be lower.

> *The GO TO 2040 plan also supports policy-based efforts to improve the bicycle and pedestrian systems, such as the use of Complete Streets principles to accommodate non-motorized travel in roadway design.* — GO TO 2040, p. 272

Greenways and Trails Plan. The proposed package promotes implementation of the Regional Greenways and Trails Plan. It will increase the completed section of the plan by more than 100 miles, or about 10%. Completion of the Greenways and Trails Plan is specifically called for in GO TO 2040. In addition, other planning efforts were acknowledged and are proposed to be implemented as appropriate. These include, notably, sections of the Cal-Sag Greenway and Burnham Greenway in the south suburbs and the Golf Road Corridor in the north suburbs.

> *The region has been very successful in developing off-street trails over the past two decades, and GO TO 2040 envisions organizations in the region continuing to use the Greenways and Trails Plan to establish potential connections between preserves and parks, as well as to*

> *support walking and biking as an alternative mode choice.* – *GO TO 2040, p. 117*

> *Sidewalks.* For regional evaluations, sidewalks are generally local improvements and do not make great regional-level projects. Access to transit may be an exception to this. Nonetheless, this package of projects does not include sidewalk proposals. However, several innovative pedestrian crossing treatments for arterials (e.g., pedestrian refuge islands), are included in the proposed package for demonstration purposes.

The funded element of the priority project package is listed below. The suggested priority federal funding, to be funded by CMAQ or other funds, totals about $80 million. Additional priority package projects without suggested current funding, as well as a second-priority package of projects to address barriers and system gaps, are posted at http://www.cmap.illinois.gov/bicycle-and-pedestrian-task-force/minutes.

Over the past two decades, in a big success for mode shift, the northeastern Illinois CMAQ Program has funded many improvements to the non-motorized transportation environment. This has been associated with steady increases in cycling, particularly in the City of Chicago, where bike rack programs and on-street bicycle facilities resulted in dramatic increases in cycling rates. To build on these successes and bring the level of cycling to a new level, this proposed package of projects includes additional innovative on-street facilities, racks, and a bike sharing program. These projects will promote the use of bicycling to bring both transportation and environmental benefits.

Suburban bicycle use has also increased dramatically. For example, the number of bikes parked at non-downtown Metra stations tripled from 1998 to 2008. To promote additional suburban mode shift, this package of projects includes suburban on-street facilities, encouraging developed suburban communities' success in providing economical on-street bikeway access.

The package of projects also includes several projects to close gaps in regional trails facilities, or to extend them to additional destinations. There are now over one-thousand miles of regional trails in the region, but the system still has many gaps or dead ends that reduce the utility of the system at key points. The program that follows will close some of the gaps and extend existing facilities to link greater numbers of origins and destinations.

Lastly, the package of projects includes several bridges and grade separations to overcome barriers to walking and cycling. While expensive, these facilities will close significant gaps in the region and will increase the opportunities to travel by foot or bike.

Together, these improvements are expected to result in measurable travel mode shifts for metropolitan Chicago.

Questions about the package can be addressed to staff, Tom Murtha at tmurtha@cmap.illinois.gov or at 312-386-8649.

Project ID	Project and Sponsor	Total Cost	Suggested Program Total	Program Notes	Access to Transit	Innovation	Grade Separated Barrier Crossing?	Addresses Arterial Barrier?	Greenways and Trails Plan?
BP01123518	North Branch Bicycle Trail Extension -- Forest Preserve District of Cook County (FPDCC)	**$ 7,987,000**	**$ 3,402,000**	Supplements existing funding; Extends existing trail	Y	NA	Yes - MD-N RR, Chicago River, and I-94	Y	Y
BP01123591	Bike Parking - Commuter Bike Parking and Promotion, 2013-2016 Series -- CDOT	**$ 2,500,000**	**$ 2,000,000**	Chicago bicycle parking. Continues funding of successful program	Y	NA	N	N	N
BP01123637	Bloomingdale Trail -- CDOT	**$ 67,970,000**	**$ 2,240,000**	Supplements existing funding. Sufficient funding for PE2. New trail.	Y	Elevated Rail-Trail	Yes - Kimball, California, Western and Damen Avenues, I-90/94, UPRR	Y	Y
BP01123641	North Branch Riverwalk - Addison Underbridge Connection -- CDOT	**$ 7,113,000**	**$ 2,824,000**	Supplements existing funding. Extends existing trail	Y	Underbridge Connection	Yes, Addison Street, Chicago River	Y	Y

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BP01123688	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation -- CDOT	**$ 9,250,000**	**$ 7,400,000**	Continued funding of successful program	Y	Cycle Track Bikeways, Buffered Bikeways, Bicycle Preferred Streets, Bike Boxes	No	Y	?
BP01123825	CDOT-Lakefront Trail-Navy Pier Flyover -- CDOT	**$ 49,575,000**	**$ 4,128,000**	Additional funds for Central Section only. Supplements existing funding	Y	Separate Lakefront Trail from Navy Pier traffic	Y - Illinois and Grand Aves, Chicago River	Y	Y
BP02123659	Skokie Valley Trail Corridor (ComEd Corridor) from Oakton St to Village Limits -- Skokie	**$ 680,000**	**$ 544,000**	Will fill gap in regional project.	Y	Multi-jurisdictional corridor. Rails to Trails.	No	Y	Y
BP02123698	Skokie Valley Trail from Lake Cook Rd to Old Orchard Rd -- Wilmette	**$ 6,864,000**	**$ 500,000**	E1 only; bumped up estimate. Extends existing trail	Y	Multi-jurisdictional corridor. Rails to Trails.	Y - North Branch Chicago River	Y	Y

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BP02123702	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail -- Lincolnwood	**$ 860,000**	**$ 688,000**	Supplements existing funding. New trail	Y	Rails to Trails Project	No	Y	Y
BP02123725	Touhy Avenue Overpass - for Skokie Valley Bike Trail -- Lincolnwood	**$ 1,790,000**	**$ 1,432,000**	Supplements existing funding. Improves programmed trail	N	Multi-jurisdictional corridor. Rails to Trails.	Y - Touhy Ave, ADT 43K, Minor Arterial	Y	Y
BP03123548	Ballard Rd from Bender Rd to Good Ave -- Des Plaines	**$ 533,000**	**$ 426,000**	ARRA needed ROW. Part of Golf Rd Regional Corridor	Y	Multi-jurisdictional corridor, Levee 50 considerations	I-294 Tri-State Tollway	Y	N
BP03123555	Shoe Factory Road / I 90 Bicycle and Pedestrian Project -- Hoffman Estates	**$ 993,000**	**$ 794,300**	Fills major gap. Regional Corridor. I-90 Opportunity. Prairie Stone	N	Multi-jurisdictional corridor	CN RR, I-90	Y	Y
BP03123558 *(Pedestrian Facility Project)*	Des Plaines Pedestrian Refuge Medians -- Des Plaines	**$ 181,000**	**$ 144,800**	Innovation: Pedestrian Refuge	Y	Pedestrian Safety Improvement: Median Crossing	N	Y	Y

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BP03123561	US Route 12 (Rand Rd) Sidepath - Golf Rd to Elk Blvd -- Des Plaines	**$ 1,220,000**	**$ 976,000**	Regional Corridor. Extends complete streets planned improvement	Y	Multi-jurisdictional corridor	UPRR	Y	N
BP03123563	Higgins, Golf, and Roselle Road Corridor Bikeways -- Schaumburg	**$ 4,976,000**	**$ 3,980,800**	Fills major gap. Regional Corridor. I-90 Opportunity. Schaumburg	N	Multi-jurisdictional corridor	I-90 Jane Addams Tollway	Y	Y
BP03123624	Golf Road Alternate #3 Regional Bike Route/Path, per NWMC 2010 Bike Plan -- Mount Prospect	**$ 412,000**	**$ 292,000**	Regional Corridor	Y	Multi-jurisdictional corridor	No	Y	N
BP03123670 *(Pedestrian Facility Project)*	Cleveland Street (crosswalks) -- Niles	**$ 142,000**	**$ 102,000**	Innovation: Rapid Flash Crossing Treatment	N	Rapid-flash pedestrian beacons	N	Y	N

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BP03123695	Overpass at IL Route 72 (Higgins Road) in Busse Woods -- Elk Grove Village	**$ 4,925,000**	**$ 3,495,000**	Benefits for all roadway users. Existing trail improvement.	N	Multi-jurisdictional corridor. **Traffic flow benefit**	Y - Higgins Rd, 34K ADT	Y	Y
BP03123732	IL 58/Golf Rd Bike Path Extension from IL 53 to Busse woods Forest Preserve Trail -- Rolling Meadows	**$ 790,800**	**$ 632,600**	Regional Corridor. Links to existing trail	N	Multi-jurisdictional corridor	Y - I-290/IL 53	Y	Y
BP04123676	Butterfield Rd from Wolf Rd to Mannheim Rd -- Hillside	**$ 1,130,000**	**$ 852,000**	Fills major gap in existing Illinois Prairie Path	Y	NA	No	Y	Y
BP04123826	Madison St from Home Ave to Lombard Ave -- Oak Park	**$ 570,000**	**$ 456,000**	Road Diet	Y	Road Diet, Suburban Bike Lanes	No	N	N

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BP06123532	Cal Sag Greenway Bike Trail from IL 83 to 127th St -- Palos Heights	**$ 2,671,000**	**$ 181,000**	Supplements existing funding. New Trail	Y	Multi-jurisdictional corridor	NS/Metra SWS RR, Harlem Ave (31K ADT), Ridgeland Ave (33K ADT), Calumet Sag Channel	Y	Y
BP06123627	Cal-Sag Trail (West) Project - Alsip/Palos Park Segment -- Alsip Park District	**$ 3,323,000**	**$ 326,000**	Supplements existing funding. New Trail	Y	Multi-jurisdictional corridor	N	Y	Y
BP07123651	Oak Park Av Complete Streets to provide a multi-use path and on-road bike lanes -- Tinley Park	**$ 709,000**	**$ 567,000**	Complete Streets Proposal	Y	Suburban Bike Lanes	N	Y	N
BP07123666	Burnham Greenway Trail from State St to Brainard and Burnham -- Burnham	**$ 4,244,500**	**$ 3,161,600**	Completes major gap in existing Burnham Greenway	Y	Multi-jurisdictional corridor	Y - CSX RR and Grand Calumet River	Y	Y

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BP08123442	N Aurora Rd multi-use path from Pennsbury Ln to Weston Ridge Dr -- Naperville	**$ 2,673,000**	**$ 984,000**	Complete Streets. ROW acquisition for bikeway as part of viaduct reconstruction	Y	NA	CN/EJE RR	Y	N
BP08123443	Illinois Route 53 Pedestrian Bridge at Prentiss Creek -- Woodridge	**$ 5,834,000**	**$ 1,069,000**	Supplements existing STP funding. Connects to existing trail	N	NA	IL 53, ADT 30K	Y	N
BP08123632	Mallard Lake Segment - North Central DuPage Regional Trail -- Forest Preserve District of DuPage County (FPDDC)	**$ 4,400,000**	**$ 3,520,000**	Completes major gap in a Regional Trail	N	NA	County Farm Road, ADT 23K	Y	Y
BP08123633	Winfield Mounds Segment - West Branch Regional Trail -- Forest Preserve District of DuPage County (FPDDC)	**$ 3,635,000**	**$ 2,908,000**	Completes a major gap in a regional trail	Y	Riverwalk coordination; alignment through railroad bridge	West Branch DuPage River, UPRR West Line	Y	Y

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BP08123635 *(Pedestrian Facility Project)*	DOWNTOWN PED IMPROVEMENTS, VARIOUS ALONG IRVING PARK BLVD. -- Itasca	**$ 565,000**	**$ 287,000**	Innovation: Pedestrian Refuge	N	Pedestrian Safety Improvement: Median Crossing	N	Y	N
BP09123697	Red Gate Rd Bike Trail Part of Red Gate Rd Bridge Project -- St. Charles	**$ 2,400,000**	**$ 1,920,000**	Ready-to-go bike-ped component of highway project. Project closes major gap. Complete Streets	N	Project incorporated under new highway bridge over Fox River	Fox River	Y	Y
BP09123711	Multi-use Path along Mill Road -- Oswego	**$ 290,000**	**$ 232,000**	Access to transit. Connects to existing trail.	N	NA	N	Y	Y

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BP09123715	Fox River Bike/Pedestrian Bridge -- Elgin	**$ 2,377,000**	**$ 1,902,000**	Innovative multi-modal project reduces truck trips. Connects to existing trail.	N	FRWRD is interested in attaching a biosolids transfer line to the structure, reducing up to 16 truck trips per day across US 20.	Fox River	Y	Y
BP09123722 *(Pedestrian Facility Project)*	Pedestrian Crossings Various (8) Locations along IL 31 and IL 25 -- Batavia	**$ 608,000**	**$ 486,400**	Innovative crossing treatment	N	Innovative crossing treatments	N	Y	N
BP09123723	McLean Boulevard Bikeway -- Elgin	**$ 2,771,300**	**$ 2,217,100**	Connects to existing trail	N	NA	N	Y	N
BP09123830	Huntley Rd from Sleepy Hollow Rd to Tartan Dr Bike Path -- Kane County Department of Transportation (Kane Co. DOT)	**$ 1,320,000**	**$ 170,000**	Complete Streets Proposal. Connects to existing trail.	N	NA	N	Y	N

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BP10123672	CH A47/Deerfield Rd from Milwaukee Av to Des Plaines River -- Lake County Department of Transportation (Lake Co. DOT)	**$ 696,000**	**$ 341,000**	Supplements existing funding; Extends existing trail.	N	NA	N	Y	Y
BP10123748	Weiland Rd/Prairie Rd from IL 22 to Lake Cook Rd -- Buffalo Grove	**$ 1,605,000**	**$ 1,075,000**	Complete streets proposal in advance of highway improvement. Fills gaps in existing trail.	Y	NA	N	Y	N
BP10123833	Grass Lake Rd Underpass -- Lindenhurst Park District	**$ 1,242,000**	**$ 949,600**	Fill key gap in regional facility. Connects to existing trail	N	NA	N	Y	Y
BP10123835	Rollins Rd from Hainesville Rd to Hook Dr -- Lake County Department of Transportation (Lake Co. DOT)	**$ 802,000**	**$ 641,600**	Fill key gap in regional facility. Complete Streets improvement. Connects to existing trail	N	Part of highway-rail grade separation	CN RR	Y	Y

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BP10123836	Deerfield Rd from Thornmeadow Rd to Saunders Rd -- Lake County Department of Transportation (Lake Co. DOT)	**$ 2,302,500**	**$ 1,842,000**	Fill key gap in regional facility. Accommodate potential future road widening	N	NA	N	Y	Y
BP10123840	Quentin Rd from IL 22/Main St to White Pine Rd -- Lake County Department of Transportation (Lake Co. DOT)	**$ 2,746,000**	**$ 1,121,800**	Complete streets proposal part of highway improvement. Partial funding	N	NA	N	Y	Y
BP11123538	Crystal Lake Bikeway Corridor Improvements -- Crystal Lake	**$ 75,585**	**$ 60,468**	Fills gap in facility	Y	Suburban Bike Lanes	N	N	N
BP12123556	Homer Glen Community Trail - South Extension -- Homer Glen	**$ 528,000**	**$ 422,000**	Extends existing trail	N	NA	N	Y	Y

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BP12123634	DuPage River Trail - Segment 5 -- Forest Preserve District of Will County (FPDWC)	**$ 1,715,000**	**$ 1,372,000**	Extends existing trail.	N	Will intersect planned 95th Street extension scheduled for 2012 letting.	DuPage River West Branch	Y	Y
BP07123587	Various Transit Oriented Development in the Southland -- Park Forest	**$ 134,000**	**$ 107,000**	Bike Parking	Y	NA		N	
BP09123569	Elgin CBD Bike Racks Program -- Elgin	**$ 96,000**	**$ 76,800**	Bike Parking	N	NA		N	
BP09123829	Kane County Bike Rack Program -- Kane County Department of Transportation (Kane Co. DOT)	**$ 84,000**	**$ 67,200**	Bike Parking	Y	NA		N	
BP08123577	Sign the Wheaton Bicycle Network -- Wheaton	**$ 167,200**	**$ 133,760**	Bike Network Signing	N	Suburban Marked Routes		N	

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OT01123609	Chicago Bike Sharing Program - Startup -- CDOT	**$ 22,500,000**	**$ 14,360,000**	2500 bikes + 3 year operations for phase 1	Y	Y - Innovative bike share program for Chicago		N	
BP03123585	Bike-to-Metra Guides: Round 2 (Regionwide) -- Schaumburg	**$ 96,000**	**76,800**	Bike-to-Metra Guides for at least 16 communities	Y	The customized guides feature a local map with preferred bicycling routes to the station or stations.	NA	N	N