



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Bicycle and Pedestrian Task Force
From: Tom Murtha
Date: May 6, 2011
Re: Summary of Bicycle and Pedestrian Project Submittals - DRAFT

At its meeting on April 20, 2011, the Bicycle and Pedestrian Task Force requested a summary of the FY 2012-2016 CMAQ project submittals. Projects submitted for funding include regional trail proposals, local bikeway and sidewalk improvements, and several innovative programs to improve mobility for people traveling by foot.

Regional trail improvements include a wide variety of projects. Several of the project submittals include the construction of **major new regional trails**. These include the south suburban Calumet-Sag and Stony Creek Trails, the Bloomingdale Trail in Chicago, and the north suburban Skokie Valley Trail. These facilities have had substantial planning and engineering work completed, with some implementation funding. Both of the new suburban trails are multi-jurisdictional efforts.

Several regional trail proposals **fill gaps in the existing regional or subregional trail systems**. Burnham has proposed to fill remainder of the unfunded gap in the Burnham Greenway Trail across the Little Calumet River. The gap will complete the facility that extends from Lansing to the Chicago lakefront, connecting eventually to Chicago. Likewise, the DuPage County Forest Preserve District is proposing to fill gaps in the West Branch Regional Trail in Winfield and the North Central DuPage County Trail at the Mallard Lake Forest Preserve. The Village of Schaumburg is proposing to build a facility over I-90/Jane Addams Memorial Tollway to connect the Salt Creek/Busse Woods Trail systems to the Paul Douglas/Algonquin Road and Palatine Trails. Also, a number of proposals have been proposed to complete elements of the Northwest Municipal Conference's Tier 1 regional corridor system.

There are several proposals **to grade-separate bike-ped travel across major travel barriers, including regional arterials**. For example, the Village of Riverside is proposing a facility past the Brookfield Zoo, across First Avenue. This facility will fill part of a gap in the Salt Creek Greenway Trail. Other proposed grade separation or barrier crossings include the Navy Pier Flyover, the North Branch Riverwalk (Addison Underbridge), and the 41st and 43rd Street Bike Ped Bridges over Lake Shore Drive, all in Chicago, bridges over Illinois 53 in Woodridge, US

14/UP Railroad in Mount Prospect, Randall Road in Algonquin, IL 72 in Busse Woods, Grass Lake Road in Lindenhurst, US 45 in Lake County, I-90 in Schaumburg (mentioned above) and the Fox River in Saint Charles and Elgin. (The Elgin project is interesting because it may double by reducing truck trips through the construction of a biosolid pipe under the bike-ped bridge). Lastly, Lake Forest will provide is proposing a pedestrian underpass of the Metra Milwaukee District North Line tracks at the Lake Forest (Telegraph Road) Station.

Many communities throughout the region proposed new or improved walking and cycling facilities **to increase accessibility to community and regional facilities**. These facilities may include **parks, business districts, schools, and transit services**. Some of the facilities are on arterial and collector highways, while others are on more local streets.

A number of communities have proposed improvements to the **accommodations of walking and cycling within streets**. Tinley Park has proposed a complete streets approach to Oak Park Avenue. Crossing or signal improvements in have been proposed in Glenview, Niles, Des Plaines, and The City of Chicago's Streets for Cycling proposal includes several innovations on how to accommodate bicycles within the street right-of-way. These innovations include installing Cycle Tracks, Bicycle Preferred Streets, Buffered Bike Lanes, and bicycle-specific intersection treatments. According to CDOT, Cycle Tracks are bicycle exclusive facilities, installed between parked motor vehicles and the curb and are laterally (bollards, medians, etc.) or grade (raised pavement) separated. Bicycle Preferred Streets are low-volume, residential roadways (often parallel to higher speed, higher volume roadways) that are optimized for bicycle travel through traffic calming, traffic reduction, signage and intersection treatments. Buffered Bike Lanes are bike lanes with a spatial buffer to increase the distance between the bike lane and the automobile travel lane and/or the parking lane. Intersection improvements proposed by CDOT may include, but are not limited to, bike boxes, bike turn lanes, pavement markings and symbols through intersections and colored pavement through intersections.

Some projects may be **integrated within larger highway improvements**. These include the Red Gate Road Bridge, mentioned above, and Weiland Road in Buffalo Grove. A sidewalk project in Crestwood can be coordinated with a proposed IDOT highway improvement at the same location. Several "road diets" with bike lanes have been proposed, including projects on Madison Street in Oak Park, and 71st Street and Lawrence Avenue, both in Chicago.

Projects are proposed to **encourage cycling and walking**. Communities in four counties proposed bike parking projects. The largest among these was a proposal by the City of Chicago, a which is focused on commuters. Bike parking projects in Oak Park, Lake Forest, are targeted to transit stations. A multi-jurisdictional project sponsored by Park Forest proposes to target transit-oriented developments in south suburban communities. Several communities also proposed other projects to encourage cycling and other non-single-occupant-vehicle transportation, including projects for signage, brochures, and a direct marketing campaign, "TravelSmart," to provide usable information about travel options within specified target districts in Chicago where those travel options make sense. In addition, the City of Chicago has proposed to encourage cycling in the Chicago Central Area through an extensive bicycle sharing project, and has proposed to make year-round walking possible through a pilot program to clear sidewalks of snow in several targeted communities.

