



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

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}

¹ [Bike-Ped Task Force Memo on CMAQ Program Methods](#) (Feb 2009)

² [CMAQ Focused Programming Approach](#) (January 2011)

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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

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*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.

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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	Bloomington 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 <i>(Pedestrian Facility Project)</i>	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 <i>(Pedestrian Facility Project)</i>	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 <i>(Pedestrian Facility Project)</i>	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 <i>(Pedestrian Facility Project)</i>	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



MEMORANDUM

To: CMAQ Project Selection Committee

From: Bicycle and Pedestrian Task Force

Date: June 30, 2011

Re: CMAQ Project Submittals with Recommendation against Programming

The Bicycle and Pedestrian Task Force has submitted to the CMAQ Project Selection Committee a package of projects, which supports and advances the goals, objectives, and action areas of the GO TO 2040 Comprehensive Regional Plan by achieving **mode shift**, i.e. shifting travel from single-occupant vehicle to transit and non-motorized modes (see separate memo). Arriving at the proposed package of projects involved extensive review and analysis of a wide range of information and data, detailed in the separate memo.

During this detailed review, a number of projects were identified which do not serve regional interests and for which the Bicycle and Pedestrian Task Force *recommends against CMAQ programming*. Reasons for exclusion from the list may include the following:

- having no discernable planning basis (e.g., lack of inclusion in an adopted plan or planning study), or
- Not serving arterial or collector streets (in the case of sidewalks).

The Task Force has found that the projects in the following table will not result in substantial and measurable travel mode shifts in the metropolitan Chicago region, though they may be laudable for other reasons.

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

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Bicycle Facility Projects			
	Project ID	Project and Sponsor	Program Notes
1	BP11123535	Lakewood Commons, Prairie Shops & Princeton Pointe Access Bicycle Facility along Lakewood Road -- Lakewood	<p><i>Rationale for Recommendation:</i> Lack of a planning basis for this project. No plan has been identified with this facility</p> <p><i>Project Notes:</i> This project extends a short existing trail through a residential area of Lakewood southeast toward a commercial area and school in Lake in the Hills. The 1.2-mile facility will connect the existing Haligus Road bike path to the commercial intersection of Lakewood and Ackman Rd, except the final linkages in Lake in the Hills are "future bike paths." Lakewood Rd, Ackman, and Haligus are collector streets. Lakewood has an ADT of 6800 @ 30mph. Ackman ADT is 8800 @ 30mph. No Transit.</p> <p><i>Local Agency Federal Request:</i> \$1.388 Million</p>
2	BP12123541	Charrington Park Nature Trail from Pfeifer Road Trail to Old Plank Trail -- Frankfort	<p><i>Rationale for Recommendation:</i> Lack of a planning basis for this project. No plan has been identified with this facility.</p> <p><i>Project Notes:</i> This project is for a multi-use trail between the Pfeifer Road Trail and the Old Plank Road Trail in the Village of Frankfort. The trail is 2,200 feet in length, consisting of asphalt and a boardwalk adjacent to a wetland. An existing trail provides the same connectivity, but not adjacent to the wetland. Bike trails are listed as strategy in comprehensive plan, but this project does not appear in the Village of Frankfort Bicycle Trail Master Plan, which includes specific facilities. No transit.</p> <p><i>Local Agency Federal Request:</i> \$120 Thousand</p>

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3	BP12123553	Charrington Park Nature Trail North from Pfeiffer Rd Trail to Charrington Drive -- Frankfort	<p><i>Rationale for Recommendation:</i> Lack of a planning basis for this project. No plan has been identified with this facility</p> <p><i>Project Notes:</i> This project is for a nature trail in the Village of Frankfort. The trail consists of asphalt and a boardwalk adjacent to a wetland. Bike trails are listed as strategy in the comprehensive plan, but project does not appear in the Village of Frankfort Bicycle Trail Master Plan. No transit.</p> <p><i>Local Agency Federal Request:</i> \$915 Thousand</p>
4	BP12123647	US 52, Smith Road - Multi-Use Trail -- Manhattan	<p><i>Rationale for Recommendation:</i> Lack of a planning basis for this project. No plan has been identified with this facility.</p> <p><i>Project Notes:</i> This proposed facility parallels Wauponsee Glacial trail, 705 feet to the west. This proposed multi-use trail will connect an existing 4,200 foot sidewalk on the south side of Smith Road with a 1,000 foot sidewalk along the south side of Manhattan Road. The Smith Road sidewalk links the Manhattan Jr. High and several subdivisions on the northeast part of town. US 52 ADT is 6,300 @ 45mph. US 52 is a principal arterial. A close examination of the plan map will show that this facility is not included in the plan. No transit.</p> <p><i>Local Agency Federal Request:</i> \$245 Thousand</p>
Pedestrian Facility Projects			
1	BP04123677	Hillside Historical Pathway -- Hillside	<p><i>Rationale for Recommendation:</i> Lack of a planning basis for this project. No plan has been identified with this facility.</p> <p><i>Project Notes:</i> Project will link Prairie Path with historic site less than 500 feet to the north with a multi-use path. CMAQ funds requested primarily for adjacent property purchase. Sponsor is not asking for construction funds. What risk is there for ROW acquisition when construction financing is local and is not tracked through federal process? Sponsor did not provide a detailed construction cost estimate. The projected construction cost (\$1.5 million) seems very high for a bike-ped facility with a length of only about 0.1 mile.</p> <p><i>Local Agency Federal Request:</i> \$400 Thousand</p>

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2	BP04123681	Hillside Sidewalk Improvements -- Hillside	<p><i>Rationale for Recommendation:</i> Proposed sidewalk project does not target arterials/collector streets.</p> <p><i>Project Notes:</i> Some of this proposal is for local streets. Warren is low-volume low-speed, so having sidewalks on both sides is not of regional interest. Irving, Howard, Hillside, and Adams are local neighborhood streets. The nearest arterial to these four segments, Butterfield Rd, does not have transit service, so sidewalks on these four streets do not specifically call for regional funding.</p> <p><i>Local Agency Federal Request:</i> \$280 Thousand</p>
3	BP05123689	Citywide Sidewalk Rehabilitation -- Berwyn	<p><i>Rationale for Recommendation:</i> Proposed sidewalk project does not target arterials/collector streets.</p> <p><i>Project Notes:</i> Project is for removal and replacement of substandard sidewalks throughout City of Berwyn. In addition to the project not having been limited to arterials and collectors, staff is concerned that this is a maintenance project.</p> <p><i>Local Agency Federal Request:</i> \$1.68 Million</p>
4	BP07123668	Illinois Route 1 (North Main Street) Sidewalk - East Side -- Crete	<p><i>Rationale for Recommendation:</i> No planning basis for project (i.e. not part of any existing, adopted plan).</p> <p><i>Project Notes:</i> The project will serve low-density commercial area extending between Crete and Steger, including the public library and a small amusement park. No transit service. No engineering funds have been requested, but no funding has been requested for engineering, only construction. Status of preliminary design is indicated as "not applicable."</p> <p><i>Local Agency Federal Request:</i> \$144 Thousand</p>

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5	BP07123669	Illinois Route 1 Sidewalk - West Side -- Crete	<p><i>Rationale for Recommendation:</i> No planning basis for project (i.e. not part of any existing, adopted plan).</p> <p><i>Project Notes:</i> Extends existing sidewalk to mobile home park. Project provides sidewalk along west side of IL 1 in the Village of Crete. No transit service. No engineering funds have been requested, only construction. Project involves a new culvert structure over a creek, so may require PE-1. Status of preliminary design "not applicable." No transit served.</p> <p><i>Local Agency Federal Request:</i> \$52 Thousand</p>
6	BP08123444	Edgewood Avenue Pedestrian Access to Illinois Route 19 (Irving Park Road) -- Wood Dale	<p><i>Rationale for Recommendation:</i> Sidewalk project does not target arterials/collector streets.</p> <p><i>Project Notes:</i> This project is for a sidewalk on a residential street. The project is more than 1/2 mile from Metra station. Many streets closer to Metra station do not have sidewalks. This project will link residential area to Irving Park Road. Irving Park has commercial land use, but not bus service.</p> <p><i>Local Agency Federal Request:</i> \$424 Thousand</p>
7	BP08123446	Chicago Avenue Neighborhood Sidewalk Project -- Westmont	<p><i>Rationale for Recommendation:</i> Sidewalk project does not target arterials/collector streets.</p> <p><i>Project Notes:</i> This project mostly builds new sidewalks on the second side of the street where sidewalks already exist on one side of the street. This project is for sidewalks in a residential neighborhood. Bus service exists on Cass Avenue, not directly connecting to project, to the east.</p> <p><i>Local Agency Federal Request:</i> \$795 Thousand</p>

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8	BP08123452	Villa Park North Side Sidewalk Project -- Villa Park	<p><i>Rationale for Recommendation:</i> Sidewalk project does not target arterials/collector streets.</p> <p><i>Project Notes:</i> Essentially, this project seeks funding for sidewalks for local roads in a residential neighborhood. Sidewalks will provide access to commercial areas on North Avenue and a local park. While no specific sidewalks are identified for completion, Villa Park's 2009 Comprehensive Plan included a complete streets implementation strategy. No transit service exists in this part of Villa Park.</p> <p><i>Local Agency Federal Request:</i> \$795 Thousand</p>
9	BP08123709	Downers Grove Sidewalks - Year 2013-2015 -- Downers Grove	<p><i>Rationale for Recommendation:</i> Sidewalk project does not target arterials/collector streets.</p> <p><i>Project Notes:</i> Downers Grove proposes to construct 15,250 linear feet of sidewalk in the village, on local streets scattered throughout the village, on streets without existing sidewalks. While some segments link to various transit routes, this situation is not the rule for this sidewalk proposal.</p> <p><i>Local Agency Federal Request:</i> \$688 Thousand</p>
10	BP08123727	Church Rd from Memorial Rd to Grand Ave -- Bensenville	<p><i>Rationale for Recommendation:</i> No planning basis for project (i.e. not part of any existing, adopted plan).</p> <p><i>Project Notes:</i> Project provides sidewalk on both sides of Church Road from Washington to Grand in Bensenville. Staff has concern about proposal for east side of street, which borders a golf course with a fence for most of the project length. There is no transit service in this area of Bensenville. The project traverses a residential area with commercial on Grand Avenue, the southern project limit. Church Rd is functionally classed as an urban collector with 4,450 ADT. It is two-lane.</p> <p><i>Local Agency Federal Request:</i> \$798 Thousand</p>

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11	BP10123834	Checker Rd/Schaeffer Rd path -- Long Grove	<p><i>Rationale for Recommendation:</i> Sidewalk project does not target arterials/collector streets.</p> <p><i>Project Notes:</i> This project is a proposed pedestrian path running along Checker Road and Schaeffer Road in Long Grove 0.39 miles to the Buffalo Creek Forest Preserve trail along Schaeffer Road. The ADT counts for Checker Road and Schaeffer Road are currently 3,300 and 1,230, respectively. Both are local streets. The proposed path construction will consist of a 6 foot aggregate path, pedestrian crossing, and apurtenant improvements. The proposed path will connect with trails leading to Downtown Long Grove, Buffalo Creek Park, Heron Creek Forest Preserve, Buffalo Creek Forest Preserve and the Buffalo Grove Bikeway System. No transit served.</p> <p><i>Local Agency Federal Fund Request:</i> \$283 Thousand</p>
12	BP12123610	Sidewalk along west side of LaGrange Rd from existing bike path at Nebraska St to Pleasant Hill Rd -- Frankfort	<p><i>Rationale for Recommendation:</i> No planning basis for project (i.e. not part of any existing, adopted plan).</p> <p><i>Project Notes:</i> Facility is for a short sidewalk along US 45 in Frankfort, under the Old Plank Road Trail Bridge. The sidewalk would improve access to a park/community area on Nebraska St for some residents who live north of the trail, without direct access to the trail. This section of LaGrange Rd has an ADT of 14K. It is a principal arterial with a speed of 45 mph. No transit.</p> <p><i>Local Agency Federal Fund Request:</i> \$125 Thousand</p>