CMAP/TAP FY 2016-2020 CMAQ PROJECT APPLICATION
BICYCLE FACILITY

I. PROJECT IDENTIFICATION

Project Sponsor **VILLAGE OF STREAMWOOD**	Contact Information – Name, Title, Agency, Address, Phone, e-mail (e-mail required) **MATT MANN, P.E., DIRECTOR OF PUBLIC WORKS** **MMANN@STREAMWOOD.ORG** **565 S. BARTLETT ROAD** **STREAMWOOD, IL 60107** **PHONE: (630)-736-3850** **FAX: (630)-289-7021**
Other Agencies Participating in Project **ILLINOIS DEPARTMENT OF TRANSPORTATION**	
☐ New Project ☐ Existing CMAQ/TAP Project ☒ Add CMAQ/TAP to Existing Project TIP ID for Existing Project **03-09-0073**	

II. PROJECT LOCATION

- Projects not readily identified by location must provide a title on the last line of this section
- Attach a map sufficient to accurately locate this project in a GIS system

Name of Street or Facility to be Improved **ILLINOIS ROUTE 19 (IRVING PARK ROAD)**	Marked Route # **IL 19**	
Project Limits: North/West Reference Point/Cross St/Intersection **SCHAUMBURG ROAD**	Marked Route #	Municipality & County **STREAMWOOD/COOK**
Project Limits: South/East Reference Point/Cross St/Intersection **BARTLETT ROAD**	Marked Route #	Municipality & County **STREAMWOOD/COOK**
Other Project Location Information or Project Title **IRVING PARK ROAD MULTI-USE PATH**		

III. PROJECT FINANCING AND CMAQ FUNDING REQUEST

Please review the instructions.

	Starting Federal Fiscal Year*	Total Phase Costs	(New) CMAQ/TAP Funds Requested	Other Federal Funds Including prior CMAQ/TAP awards	
				Fund Type	Amount
Engineering Phase 1	2015	**$50,000**	**$**		**$**
Engineering Phase 2	2016	**$50,000**	**$**		**$**
Right-Of-Way Acquisition		**$**	**$**		**$**
Construction (Including Construction Engineering)	2017	**$1,200,000**	**$960,000**		**$**
Engineering (For Implementation Projects)		**$**	**$**		**$**
Implementation		**$**	**$**		**$**
Alternatives Analysis		**$**	**$**		**$**
*Phase must be accomplished within 3 years Total Project Costs		**$1,300,000**	**$960,000**		

*For TAP funds, cost increases beyond the initial programmed amounts will be the responsibility of sponsors.

Source Of Local Matching Funds	**VILLAGE OF STREAMWOOD**
If Soft Matching Funds Are Intended To Be Used, Please Contact CMAP Staff.	
Have The Matching Funds Been Secured? (Provide Details):	**YES. THE VILLAGE HAS SET ASIDE SUFFICIENT FUNDS TO COVER THE MATCH FOR A POTENTIAL CMAQ PROJECT IN ADDITION TO FUNDS ALREADY SET ASIDE FOR THE ONGOING STU PROJECT.**

CMAP/TAP FY 2016-2020 CMAQ PROJECT APPLICATION
BICYCLE FACILITY – PAGE 2

IV. PROJECT EMISSIONS BENEFIT DATA

Indicate the current status of the bicycle environment where the proposed facility will be constructed. Are bike lanes present? If so, give width.**There are bike paths that will intersect the proposed bike path on IL 19 at Blue Ridge Drive, Oak Ridge Drive, Madison Drive, Brittany Drive, and Park Boulevard**

Indicate the connectivity of bikeways resulting from the project:
☒ Project fills a gap between existing bikeways ☒ Project intersects an existing bikeway
☒ Project extends an existing bikeway ☐ Project is a new isolated bikeway segment

Describe how the proposed bicycle facility integrates with transit service. **The proposed multi-use path will match into the existing sidewalk on IL 19 east of Bartlett Road. This sidewalk leads to the Hanover Park Metra Station. There is also numerous PACE bus stops throughout the IL 19 project corridor that the proposed path will connect to.**

Provide the following for the road(s) of the facility or adjoining to the off-road facility (use separate sheet for multiple roads):
Traffic volumes (AADT): **27,700**, # of Thru Lanes **2**, Lane Width: **13' Lanes**,
Width of Outside Paved Shoulder: **4'-8'**, Speed Limit: **35 mph – 45 mph**, % of Heavy Vehicles: **2%**, Pavement Condition : **Fair,**
% of On-street Parking Occupied: **N/A**.

Is the project identified in an approved or adopted plan: ☒ Yes ☐ No
Attach documentation of the plan or provide a link to the document on a publicly available website.

V. PROGRAM MANAGEMENT INFORMATION

Is Right-Of-Way Acquisition required for this project? ☒ Yes ☐ No If so, has it been acquired? ☐ Yes ☒ No

Preliminary Design Status:
☐ N.A. ☐ Not Begun ☐ Agreement executed by Central Office ☐ Engineering Underway
☐ Submitted for review ☐ Responding to review comments
☐ Agreement sent to District 1for signatures ☒ Design approval granted
Date approval is anticipated or was granted: **February 2, 2015**

Estimated Completion (Construction) Year: **2017**

VI. PROJECT DESCRIPTION

Please describe improvements, including how the project integrates in to the area with regard to different trip attractors.
The 10' multi-use path would connect the Forest Preserve District of Cook County and the expansive country trail system on the west side of town. In addition, the path would form part of the Northwest Municipal Conference's recommended Irving Park Corridor that will eventually connect the Fox River Trail with Busse Roads. The bike facility will also provide a direct link to the existing Park Boulevard Bike Facility and the Hanover Park Metra Station on the east side of the Village. Multiple trip attractors along the corridor, such as the large retail area located centrally in the project corridor and numerous parks will also benefit area residents providing an alternate attractive mode of travel between destinations. These linkages will not only provide a local transportation option to area business and recreation, but also provide a non-vehicular linkage to mass transit and attractions throughout the Chicagoland Area.

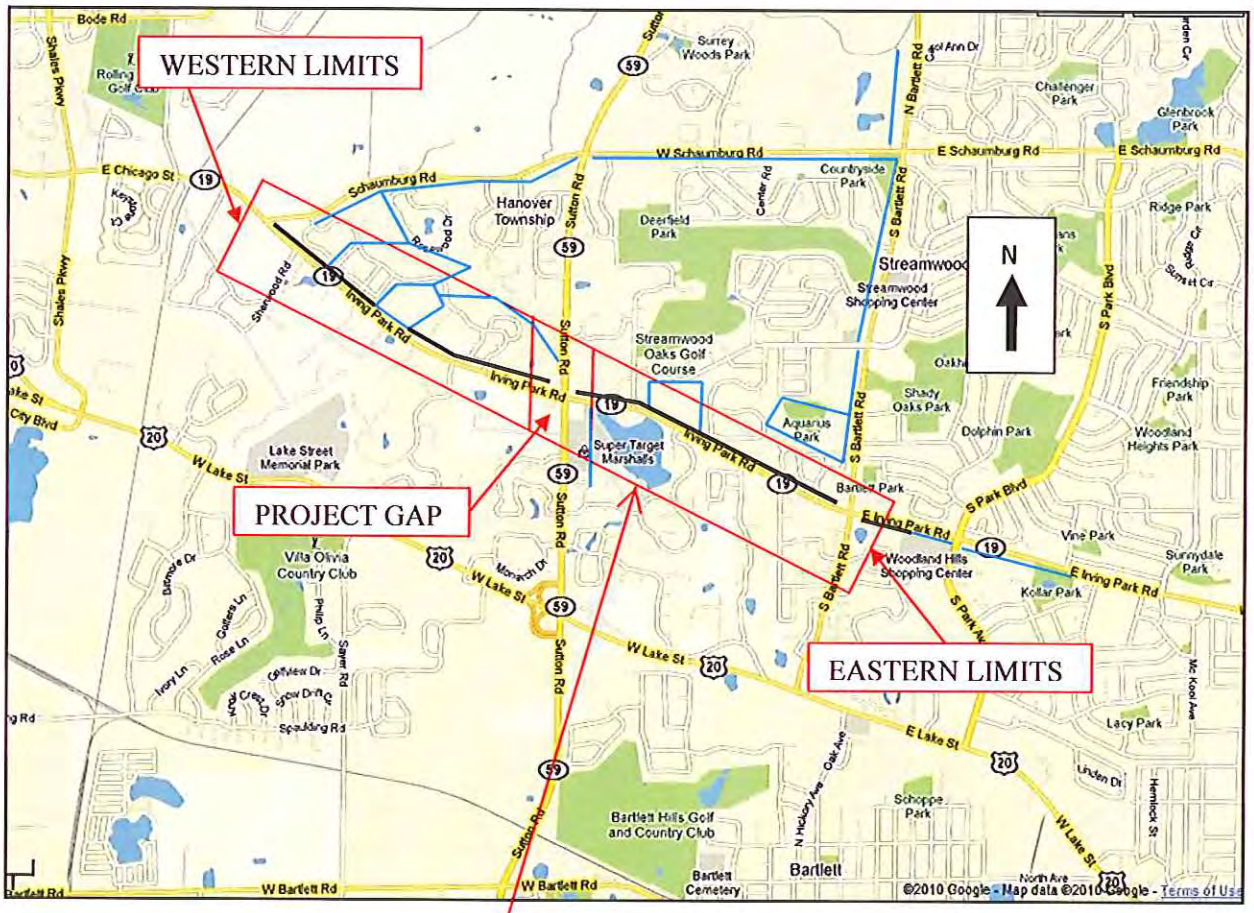
The Village of Streamwood is currently working on a STU funded project to widen and reconstruct Illinois Route 19 from Schaumburg Road to Bartlett Road. The project received Phase I Design Approval from IDOT Bureau of Local Roads and Streets on February 2, 2015. If CMAQ funding is received, the bike path will be constructed as part of the overall Irving Park Road Improvement Project. The STU funds for the project do not cover the costs associated with the path and it will not be possible to construct it without CMAQ funding.

LOCATION MAP

Village of Streamwood

IL 19 – Schaumburg Road to Bartlett Road

Section 10-00055-00-WR



Proposed Bike Path: ———

Existing Bike Path: ———

Illinois Department of Transportation

Local Project Development Report for Group II Categorical Exclusions and Design Approval

County: Cook
Local Public Agency: Village of Streamwood
Section Number: 10-00055-00-WR
Route: FAU 1321

Project Number: P-91-136-11

Project Length: 11,365'

Street/Road Name: Illinois Route 19 (FAU 1321)

Termini: Illinois Route 19 (Irving Park Road, FAU 1321) from Schaumburg Road (FAU 1322) to Bartlett Road (FAU 2537)

☐ For Township or Road District bridge projects: The County Engineer certifies that the project design speed exceeds the minimum design speed recommended for this classification of roadway as provided in the BLRS Manual in order to prevent a deficient NBIS rating for approach roadway alignment appraisal. All elements have been designed to the chosen design speed unless noted otherwise in Section 2(e) and/or the attached BLR 22120.

County Engineer — Date

☐ Categorical Exclusion and Design Approval Recommended

Local Agency — Date: 10/15/2014

Regional Engineer — Date: 10-27-14

This project will not have any significant impacts on the human environment; therefore, the FHWA approves the project as a Categorical Exclusion on 1-13-15.
Date

☒ Design Approval

Bureau of Local Roads & Streets — Date: 2-2-15

DETAILED ESTIMATE OF CONSTRUCTION COSTS

Item	Description	Unit	Quantity	Unit Price	Total
1	HOT-MIX ASPHALTE SURFACE COURSE, MIX "C", N50 (2")	TON	3,250	$75.00	$243,750
2	AGGREGATE BASE COURSE, TYPE A, 6"	SQ YD	29,000	$10.00	$290,000
3	SODDING, SALT TOLERANT	SQ YD	14,500	$4.00	$58,000
4	TOPSOIL, 4"	SQ YD	14,500	$4.00	$58,000
5	SEGMENTAL BLOCK RETAINING WALL	SQ FT	400	$50.00	$20,000
6	EARTH EXCAVATION	CU YD	12,000	$20.00	$240,000
7	SUPPLEMENTAL WATERING	UNIT	10	$50.00	$500
8	DETECTABLE WARNINGS	SQ YD	180	$20.00	$3,600
9	DRIVEWAY PAVEMENT REMOVAL	SQ YD	270	$11.00	$2,970
10	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	240	$25.00	$6,000
11	STABILIZED DRIVEWAYS 6"	SQ YD	270	$17.00	$4,590
12	TRAFFIC SIGNAL MODERNIZATION	EACH	4	$60,000	$240,000
13	SIGN PANEL-TYPE 1	SQ FT	240	$25.00	$6,000
TOTAL COST OF CONSTRUCTION ITEMS					$1,173,410

ESTIMATES MUST BE BASED UPON QUANTITIES AND UNIT COSTS WHENEVER POSSIBLE.
LUMP SUM AMOUNTS ARE NOT ACCEPTABLE.

2010 Northwest Municipal Conference Bicycle Plan

Introduction

The Northwest Municipal Conference (NWMC) is a regional council of governments, consisting of 42 municipalities and one township—all in Cook, Lake, McHenry, Kane, and DuPage counties. The North and Northwest Suburbs have an extensive transportation system of expressways and arterials and are served by all three regional transit providers. Built into and alongside this network is a system of bicycle facilities planned by municipalities, forest preserves and counties. Individually, many NWMC members have prepared excellent plans and maps for facilities within their municipal boundaries.

For many years, the Conference's mayors have viewed bicycle planning as an important part of transportation planning, both as a mode of transportation and as a physical activity option. Various bicycle plans and maps have been prepared by the Conference previously. In 2009, The conference hired the Active Transportation Alliance (Active Trans) to work with NWMC staff and the Bicycle and Pedestrian Committee to prepare the 2010 NWMC Bicycle Plan.

The goals of the plan, as set out by the Bicycle and Pedestrian Committee, were to produce a more detailed corridor analysis and an implementation strategy for regional bicycle facilities. Complementing these larger goals are recommendations for preparing local bike plans; creating bike safety, education, and encouragement programs, installing regional signage, and pursuing grant opportunities. This plan represents the most detailed bicycle planning effort yet prepared by the conference. Building on previous bicycle planning work and relying on the hard work of the Bicycle and Pedestrian Committee, the Active Trans, municipal staff and elected officials, this document will act as a guide for planning and implementing bicycle facilities in the NWMC service area.

Starting with the regional corridors identified in the 2007 plan, Active Trans and NWMC staff worked with the Bicycle and Pedestrian Committee and bicycle planners from other NWMC communities to identify challenges and opportunities for each of the corridors. Since the 2007 plan focused solely on Cook County, a special effort was made to identify potential bicycle corridors in Lake and McHenry counties.

While the 2007 plan identified desirable regional east-west bicycle corridors, the plan did little to address the feasibility and desirability of the corridors. Guided by municipal input, this plan provides a more thorough evaluation of potential corridors. The evaluation began by identifying the percentage of existing bicycle corridors in each corridor. Relying on local expertise, this plan identifies preferred routes within each corridor and identifies barriers to implementation. In addition, each corridor was evaluated on connectivity to regional destinations, trail networks and transit.

The plan includes a three tier system of corridor prioritization. The Tier One corridors are those with the highest regional impact and best opportunity to be implemented. All sixteen corridors are priorities of the NWMC, and the plan recommends regional bicycle facilities on each of them; the plan categorizes those corridors with the highest potential for implementation in the first tier. Ultimately, implementation of these regional corridors will rely on local initiative and regional coordination. The plan highlights specific implementation recommendations for the NWMC and member communities. This will include funding opportunities for corridor and project implementation and more municipal- and corridor-based planning work.

Solar-Powered Bicycle Shelter in Arlington Heights

Implementation Tiers

According to Illinois Complete Streets legislation, every effort should be made to include bicycle and pedestrian accommodations whenever a street is built or reconstructed. Including bicycle and pedestrian accommodations is particularly important with bridge and underpass projects due to the long life of these structures and the difficulty and expense of retrofitting them. Under current conditions in the NWMC, many of the tollway/railroad underpasses and bridges over the rivers do not accommodate pedestrians or bicycles, creating impenetrable walls across the region. These barriers have been identified along regional corridors identified here and should be prioritized to help create a regional network. Addressing these barriers is an essential element of both the short-term and a long-term vision for the NWMC.

The regional corridors identified in the 2007 NWMC plan formed the first step in looking at creating true regional connectivity in the bike system. These regional alignments have been the focus of our current 2010 update. The NWMC is committed to continuing its work with IDOT, as well as county, and local governments to create a better, more balanced transportation system that addresses the needs of all users and moves toward the implementation of the strategies outlined in CMAP's GO TO 2040 Plan. Further, it is the goal of the NWMC to use regional planning to assist in the implementation of Complete Streets. Given current land development patterns and its overlay with the transportation system, this NWMC 2010 update has focused on identifying feasible short-term routes that parallel previously identified regional priority alignments. In this way, the conference can achieve implementation on corridor alignments where there is a pressing need to add bicycle and pedestrian facilities. This strategy was initiated to address two primary concerns of our Bicycle and Pedestrian Committee:

1. Support local governments to focus on prioritizing the implementation of corridors within their local street networks.
2. Put forward a list of feasible recommendations that can lead toward a reliable regional bicycle network within a short-term planning horizon.

The corridors have been grouped in three tiers based on the ratings analysis presented in Section 2. The NWMC supports implementation on all of these corridors and it should be noted that all corridors presented in this plan are considered priorities for regional system connectivity. The plan includes these tiers to demonstrate which corridors had the most positive attributes from the ratings analysis.

Bicycle path through Rolling Meadows

Implementation Tiers: Corridor Characteristics

Tier One	Tier Two	Tier Three
High percentage of existing bicycle facilities	Generally lower percentage of existing bicycle facilities when compared to Tier One	Low percentage of existing bicycle facilities
High percentage of planned facilities	High percentage of planned bicycle facilities	Lower percentage of planning bicycle facilities
Good connectivity to regional destinations, transit and existing bicycle network	Good or fair connectivity to regional destinations , transit and existing bicycle network	Fair connectivity to regional destinations, transit and existing bicycle network
No significant barriers implementing bicycle facilities throughout the corridor	May have significant barrier(s) to connecting existing and planned bicycle facilities	Significant barriers to implementing bicycle facilities throughout the corridor
Serves multiple NWMC members (regional in scope)	Serves multiple NWMC members (regional in scope)	Serves a smaller number or percentage of NWMC members

Bicyclist on the Des Plaines River Trail in through Libertyville

Bicycle lane on JJ Schwab Road in Des Plaines

Bicycle parking in Arlington Heights

NWMC Bicycle Plan: Corridor Summaries

Corridor	Tier	Municipalities (NWMC members in bold)	Description
Deerfield Road Corridor	1	**Buffalo Grove**, Riverwoods, **Deerfield**, **Highland Park**, Long Grove, **Palatine**	Sixty-seven percent of this corridor is in place (primarily in Buffalo Grove), while Lake County and Deerfield have both secured federal funding to install bicycle facilities. The corridor follows Deerfield Rd. and connects three Metra stations and lines. The corridor has existing bicycle facilities to cross I-94 and Skokie Hwy. (US 41).
Fairfield/Quentin Corridor	1	Hawthorn Woods, Forest Lake, **Lake Zurich**, Kildeer, Deer Park, **Palatine**, **Schaumburg**, **Rolling Meadows**, **Elk Grove Village**	The preferred alignment of the Fairfield/Quentin Corridor has bicycle facilities on 61 percent of it. The Cook County portion of this corridor is essentially complete utilizing the Palatine Trail and local bike networks. The 40 percent of the corridor in Lake County is planned sidepath. This corridor fills a north-south gap in the NWMC service area between the Des Plaines River and the Fox River Trail.
Golf Road Corridor	1	Elgin, **Hoffman Estates**, **Schaumburg**, **Rolling Meadows**, **Arlington Heights**, **Mount Prospect**, **Des Plaines**, **Niles**, **Morton Grove**, **Skokie**, **Golf**, **Evanston**	The preferred alignment for the Golf Road Corridor has bicycle facilities on 40 percent of it. While 33 percent of the corridor is a new NWMC recommendation, the corridor serves a large number of regional destinations and stretches from Elgin to Evanston. In addition, member municipalities are actively pursuing planned segments of the corridor.
Higgins Road Corridor	1	East Dundee, South Barrington, **Hoffman Estates**, **Schaumburg**, **Elk Grove Village**	Over 50 percent of the corridor has existing bicycle facilities, while only 3 percent is a new NWMC recommendation. The corridor serves a number of regional destinations, including the Poplar Creek Forest Preserve and the Busse Woods Forest Preserve.
Howard/Sibley Corridor	1	**Des Plaines**, **Park Ridge**, **Niles**, **Morton Grove**, **Skokie**, **Evanston**	68 percent of the Howard/Sibley Corridor is in place (the highest among all reviewed corridors). The corridor does not directly cross I-294, the Des Plaines River and I-94, however, the corridor serves as a southern connection point between the Des Plaines River Trail and the Lake Michigan shoreline. In addition, the corridor provides access to the North Branch Trail and the Chicago bicycle network.
Skokie Valley Trail Corridor	1	Chicago, **Glencoe**, **Glenview**, **Highland Park**, **Lake Bluff**, **Lake Forest**, **Lincolnwood**, North Chicago, **Northbrook**, **Northfield**, **Skokie**, Waukegan, **Wilmette**	52 percent of this corridor is in place, and is primarily in Lake County. Municipalities with jurisdiction over the Cook County portion of this corridor have completed a feasibility study for extending the trail south. In addition, the Village of Skokie has purchased Union Pacific right-of-way for the construction of the trail, while the Village of Lincolnwood has secured Congestion Mitigation and Air Quality (CMAQ) funding for the southern portion of
Dundee Road Corridor	2	**Carpentersville**, East Dundee, Barrington Hills, **Barrington**, Inverness, **Palatine**, **Buffalo Grove**, **Arlington Heights**, **Wheeling**, **Northbrook**, **Glencoe**	The Dundee Corridor would provide a good east-west corridor in northern Cook County and serve a high number of NWMC communities (8). It also has the potential to cross major barriers, including the Des Plaines River, Illinois 53, and I-294, however, only 20 percent of the corridor has existing facilities and the amount of newly recommended bike facilities is high (46 percent).
Glenview/Central/Algonquin Corridor	2	Barrington Hills, South Barrington, **Hoffman Estates**, **Schaumburg**, **Rolling Meadows**, **Arlington Heights**, **Mount Prospect**, **Des Plaines**, **Glenview**, **Wilmette**, **Palatine**, Inverness	The western and eastern ends of the corridor have substantial existing or planned facilities. There are existing sidewalks, but no existing or planned bike facilities in the middle of the corridor (Rolling Meadows to Mount Prospect), raising the percent of new NWMC recommendations. A major barrier exists at the UP tracks just east of the Des Plaines River due to a narrow viaduct.
Irving Park Road Corridor	2	Elgin, **Streamwood**, **Hanover Park**, **Schaumburg**, **Elk Grove Village**, Roselle	Opportunities exist to link smaller existing facilities (43 percent of the corridor) to form a regional corridor. The corridor offers connections to Busse Woods Forest Preserve, Poplar Creek Forest Preserve and the DuPage County trail system. Upcoming improvements to Irving Park Rd. in Streamwood present an opportunity for further bike facilities.
North Shore – Millennium Trail Corridor	2	Green Oaks, Island Lake, **Lake Bluff**, **Lake Forest**, **Libertyville**, Hawthorn Woods, Mundelein, Prairie Grove, Wauconda	This corridor provides a good east-west corridor in central Lake County with a high percent of existing path (56 percent). A gap in downtown Mundelein (non-NWMC member) is the biggest obstacle. The western portion does not run through any NWMC members or serve regional destinations.
Northwest Highway Corridor	2	**Arlington Heights**, **Barrington**, **Cary**, Chicago, **Crystal Lake**, **Des Plaines**, **Fox River Grove**, Lake Barrington, **Mount Prospect**, **Palatine**, **Park Ridge**	This corridor would link numerous downtowns, Metra stations, and other regional destinations, and would serve nine NWMC members, however, obstacles do exist, including the S-curve in Des Plaines and the uncertain cooperation of the Union Pacific. Currently, only 10 percent of the corridor has an existing bike facility.
ComEd Corridor	3	**Crystal Lake**	It connects a regional destination (McHenry County College) with the Fox River Trail. The project is a short distance and only serves one NWMC member, Crystal Lake. Sixty-eight percent of the corridor is either in place or programmed for construction.
Depot/IL 173 Corridor	3	**Antioch**, Lake Catherine, Wadsworth, Old Mill Creek	This corridor connects the Chain O' Lakes State Park with downtown Antioch and the Des Plaines River Trail. Like the ComEd Corridor, the Depot/IL 173 only serves one member. Upcoming improvements to IL 173 present an opportunity for future bike facilities.
Elgin-O'Hare Corridor	3	Bensenville, Chicago, **Elk Grove Village**, Itasca, Roselle, **Schaumburg**, Wood Dale	As part of the Elgin O'Hare West Bypass study by IDOT, connections between regional bike facilities in the study area are being explored. However, the study is not expected to be completed for another two years. The NWMC staff and municipalities have been involved in the study process and should remain committed to including a new facility in the corridor.
Everett/Old Elm Corridor	3	**Mettawa**, **Lincolnshire**, **Lake Forest**, **Highland Park**	Everett/Old Elm provides a link between the Des Plaines River Trail and the Robert McClory Trail with some high-quality existing facilities and a crossing of I-94. The Metra crossing in Lake Forest near Waukegan Rd. remains a difficult barrier with few good options.
Willow Road Corridor	3	**Arlington Heights**, **Glenview**, **Northbrook**, **Northfield**, **Palatine**, **Prospect Heights**, **Wheeling**, **Winnetka**	This corridor would provide a good east-west connection in northern Cook County. There are currently very few facilities along Willow Rd. and no good parallel routes exist within close proximity to the corridor. A central portion of the corridor is currently in a preliminary engineering and environmental study, allowing the opportunity for NWMC and municipal input.

Tier One Corridors Summary

Corridor	Total Distance (miles)	Existing Bicycle Facilities (miles)	Percent Existing
Golf Road	34.57	13.93	40%
Skokie Valley	22.18	11.49	52%
Deerfield Road	12.77	8.54	67%
Howard-Sibley	10.82	7.4	68%
Higgins Road	18.89	9.65	51%
Fairfield/Quentin Road	23.83	14.47	61%
Total	123.06	65.52	53%

Bridge to the Des Plaines River Trail near Deerfield

Deerfield Road sidepath over I-94 in Deerfield

Bicycle path to Robert O. Atcher Municipal Center in Schaumburg

2010 Northwest Municipal Conference Bicycle Plan
1616 East Golf Road
Des Plaines, IL 60016

Please visit www.nwmc-cog.org to download the full plan and read implementation updates

Acknowledgements

NWMC Bicycle and Pedestrian Committee

Mayor Martin Moylan, Chair, City of Des Plaines
Richard Bascomb, Village of Schaumburg
Trustee A.C. Buehler, Village of Northbrook
Brooke Jones, Village of Barrington
Jan Hincapie, Village of Lincolnwood
Clare O'Shea, Village of Mount Prospect
Nathan Roseberry, Village of Hoffman Estates
Briget Schwab, Village of Arlington Heights

Plan Contributors

Mike Allison, Village of Vernon Hills
Cris Arens, Village of Arlington Heights
Reid Bateman, City of Rolling Meadows
Bill Blanchard, Village of Schaumburg
Bill Beckman, Village of Hanover Park
Sharon Caddigan, Village of Streamwood
Mike Cavallini, Village of Elk Grove
Susan Chen, Village of Winnetka
Bruce Christensen, Lake County
Rajeev Dahal, City of Evanston
Chalen Daigle, McHenry County Division of Transportation
Kama Dobbs, DuPage Mayors and Managers Conference
Matt Duckett, Village of Palatine
Vijay Gadde, Village of Lake Zurich
Linda Gittel, Village of Northfield
Carrie Haberstich, Village of Skokie
Bill Heinz, Village of Grayslake
Rob Horne, Village of Lincolnshire

Andrew Jennings, Village of Wheeling
John Kalmar, Village of Vernon Hills
Matt Lawrie, Village of Mount Prospect
Jimmy Ly, Village of Mount Prospect
Trustee Pam Maga, Village of Golf
Steve Marciani, Village of Skokie
Scott Mangum, City of Des Plaines
Alan Medsker, Village of Arlington Heights
Erik Morimoto, City of Crystal Lake
Laura Nall, Village of Libertyville
Dustin Nilsen, Village of Antioch
John O'Neal, CMAP
Jessica Ortega, Forest Preserve District of DuPage County
Rich Paulsen, City of Lake Forest
Derek Peebles, City of Des Plaines
Bob Pfeil, Village of Buffalo Grove
Bob Pilat, Village of Niles
Dan Reeves, Village of Lake Forest

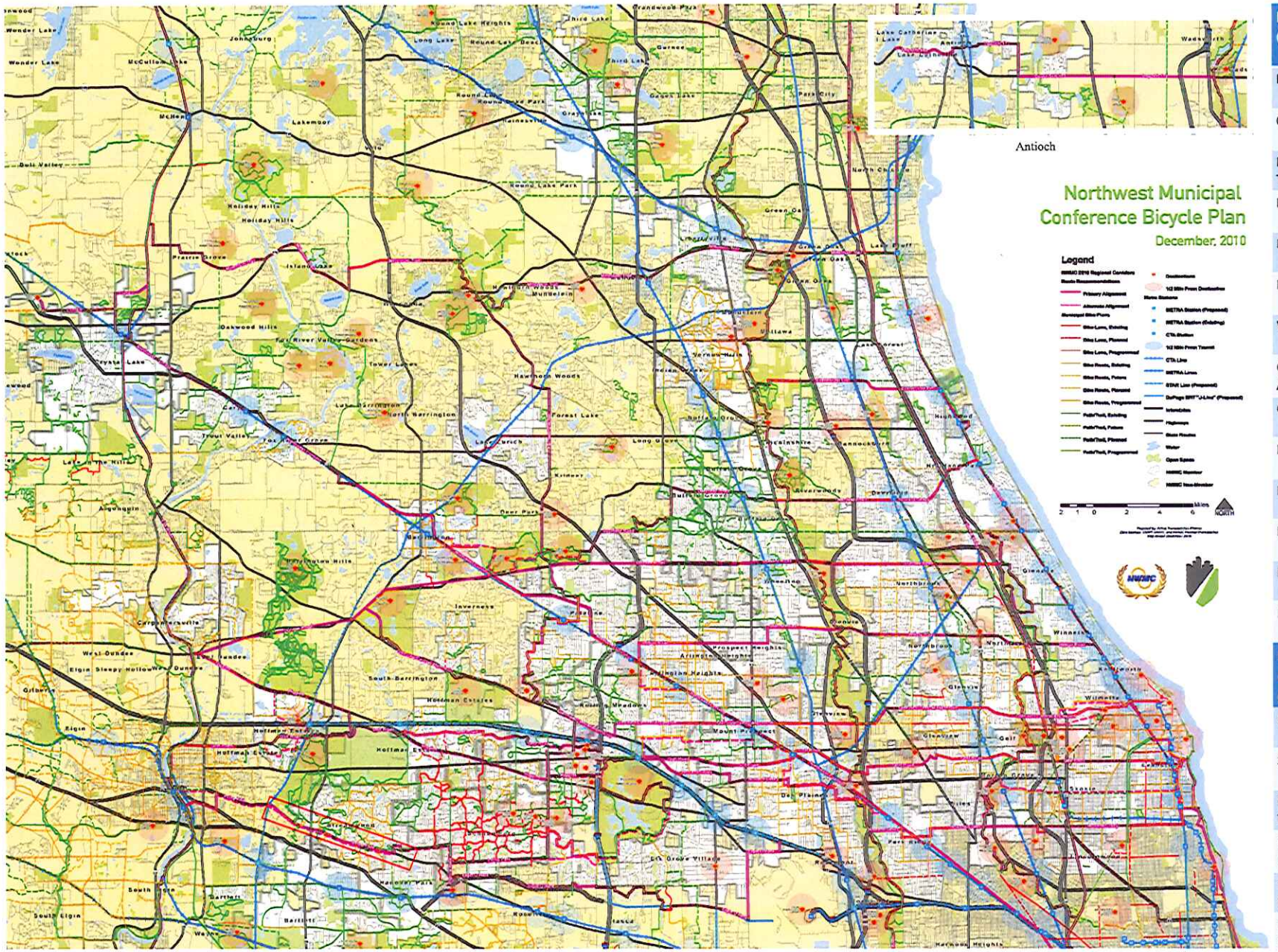
Linda Redley, Village of Wilmette
Tom Ritter, Vernon Hills Park District
Samantha Robinson, Village of Wheeling
Will Rockwell, Village of Vernon Hills
John Said, Village of Morton Grove
Paul Schneider, City of Evanston
David Schoon, Village of Northbrook
David Smith, City of Highland Park
Lee Smith, City of Highland Park
Kristy Stone, Village of Bartlett
Mike Sullivan, Kane/Kendall Council of Mayors
Chris Tomich, Village of Morton Grove
Cheryl Tynczuk, Palatine Park District
Nidmi Vaid, Village of Buffalo Grove
Kathy Von Ohlen, Village of Deerfield
Adriana Webb, Village of Glenview
Nick Webber, City of Park Ridge
Don Wenzel, City of Rolling Meadows

Active Transportation Alliance Staff

Paul Lippens
Carolyn Helmke

Northwest Municipal Conference Staff

Michael Walczak
Christopher Staron



East-West Corridors (Implementation Tier)

- Depot/IL 173 (3)
- ComEd (3)
- North Shore/Millennium Trail (2)
- Everett/Old Elm (3)
- Deerfield Road (1)
- Dundee Road (2)
- Willow Road (3)
- Glenview/Central/ Algonquin (2)
- Golf Road (1)
- Irving Park Road (2)
- Elgin-O'Hare (3)
- Howard/Sibley (1)
- Higgins Road (1)
- Northwest Highway (2)

North-South Corridors (Implementation Tier)

- Fairfield/Quentin (1)
- Skokie Valley Trail (1)
- Fox River Trail/Prairie Trail (Existing)
- Des Plaines River Trail (Existing)
- North Branch Trail (Existing)
- Lakefront Corridor (Existing)

REGION 1

Activity Areas

1	Barrington Road Pond	✓	✓	✓			✓	✓	✓
2	Beverly Lake				✓	✓		✓	✓
3	Bluff Springs Fen						✓	✓	✓
4	Bode East				✓	✓	✓	✓	✓
5	Bode Lake				✓	✓	✓	✓	✓
6	Crabtree Nature Center				✓	✓	✓	✓	✓
7	Great Egret Family Picnic Area								
8	Old Sawyer Trailhead					✓	✓		
9	Penny Road Pond								✓
10	Poplar Creek Bicycle Lot				✓	✓	✓	✓	✓
11	Poplar Creek Equestrian Parking				✓	✓	✓	✓	✓
12	Poplar Creek Model Airplane Flying Field								✓
13	Shoe Factory Road Woods	✓	✓	✓	✓	✓	✓	✓	✓
14	Spring Creek Valley Headwaters								✓
15	Spring Lake Equestrian Parking (under development)				✓	✓	✓	✓	✓
16	Spring Lake Nature Preserve							✓	✓

Trail Systems

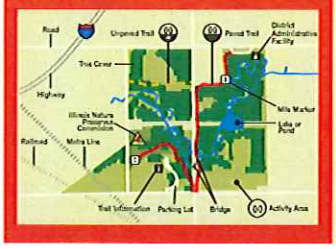
17	Paul Douglas & Crabtree Preserve (Paved)				✓	✓	✓	✓	✓
18	Poplar Creek (Paved)				✓	✓	✓	✓	✓
19	Poplar Creek (Unpaved)				✓	✓	✓	✓	✓
20	Spring Lake (Unpaved)				✓	✓	✓	✓	✓

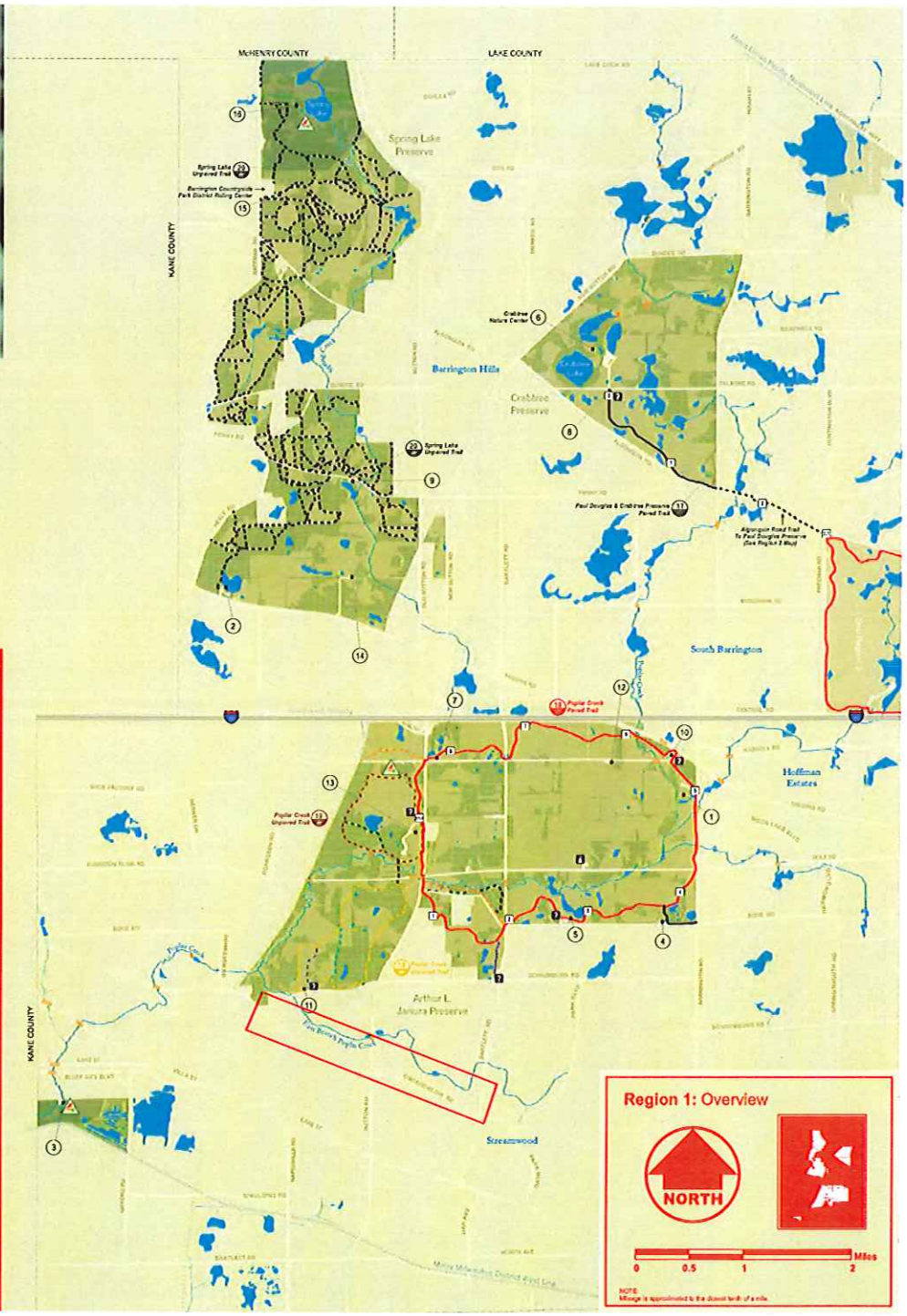
EXPLANATION OF SYMBOLS

ICONS & NOTATIONS

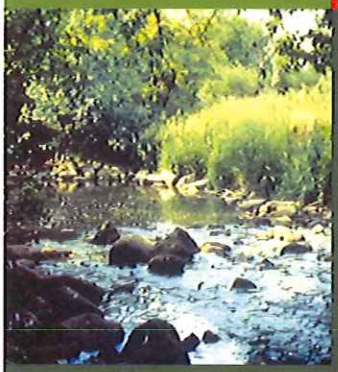
Note: while not all activities are available in each region, they may be available in a region nearby. Please refer to the Forest Preserve District-wide map for locations of all activities.

- Picnic Grove
- Shelter
- Ecological Management Site
- Hiking
- Birding Hotspot
- Equestrian Trailer Parking
- Sledding
- Boat Ramp
- Fishing
- Nature Center
- Swimming Pool
- No Alcohol
- Canoe Landing
- Snowmobiling
- Model Boat Area
- Model Airplane Flying Field
- Camping Youth Group Only
- Dog Friendly Area
- Golfing
- Cycling
- In-line Skating
- Cross-Country Skiing
- No Parking
- Bike routes available at this site
- Equestrian trail available at this site
- Large county park





Get Out and
EXPLORE



YOUR FOREST PRESERVES

Preserves are open sunrise-sunset 365 days a year
Website: www.fpdcc.com

Live
HEALTHY

ACTIVITIES AND FACILITIES

Preserves are open sunrise-sunset 365 days a year
Website: www.fpdcc.com

Volunteer
OPPORTUNITIES

PRESERVE A HEALTHY LEGACY

Preserves are open sunrise-sunset 365 days a year
Website: www.fpdcc.com

The Forest Preserve District of Cook County
LIVE HEALTHY, DISCOVER NATURE

REGION 1 MAP OF NATURAL AREAS & ACTIVITIES

Discover
NATURE

Preserves are open sunrise-sunset 365 days a year
Website: www.fpdcc.com

HABITAT MANAGEMENT AND RESTORATION

ILLINOIS NATURE PRESERVES

CERTIFIED NATURE CENTERS (NC) HEALTH

MISSION AND PURPOSE

FOREST PRESERVE DISTRICT OF COOK COUNTY

General Headquarters
536 N. Harlem Ave., River Forest, IL 60305

Phone: (800) 870-3666
8:30 a.m.-4:30 p.m. Monday-Friday

Emergency Services: 911

Volunteer Hotline: (773) 631-1390

Website: www.fpdcc.com

FOREST PRESERVE DISTRICT OF COOK COUNTY BOARD OF COMMISSIONERS

To learn more about the Board of Commissioners, visit us online at www.fpdcc.com.

This brochure was funded by a grant from the USDA Forest Service

FSP

STP PROJECT MILESTONE SCHEDULE

Municipality: Streamwood
Project: Illinois Route 19: Schaumburg Road to Bartlett Road
Scope of Work: Bicycle Path
TIP #:
TIP Years (Ph II / Const): FY-11
Section #: 10-00055-00-WR
Last Constr & E3 Cost (Date):
Current Constr & E3 Cost (Date):

Contact Information

Municipality	Matt Mann	630-736-3850
Council/Liaison	Mike Walczak	847-296-9200x34
Consultant	Akram Chaudhry	815-385-1778
IDOT	Alex Household	847-705-4410

Date Prepared: 12/6/2010 Date Revised: 1/29/2015

	Projected Dates			
	Initial Est.	Kick-Off	Revised/Actual	Notes
1. Project Scoping				
2. IDOT Phase I Kick-off Meeting		12/6/2010		
3. 1st State/Federal Coordination Meeting		1/14/2015		
4. Categorical Exclusion Concurrence		1/14/2015		
5. Design Variance Concurrence		8/22/2014		
6. Submit Draft Phase I Report (PDR) to IDOT (a)	Dec-11			
7. Public Hearing/Meeting (or N/A)		1/23/2014		
8. Right-of-Way Kick-off Meeting (or N/A)	Apr-15			
9. Submit Final Phase I Report (PDR) to IDOT (b)		10/1/2014		
10. Submit Phase II Engr. Agreem't to IDOT (or N/A)	Mar-15			
11. Phase I Design Approval	Feb-15			
12. ROW Aquistion Initiation (or N/A) (c)	Dec-15			
13. Phase II Engr. Agreement Approval (or N/A)	Apr-15			
14. Submit Pre-Final Plans and Estimates (d)	Jun-16			
15. Submit Phase III Engr. Agreement to IDOT	Aug-16			
16. Submit Final Plans, Specs & Estimates (PS&E) (e)	Aug-16			
17. ROW Acquisition Complete	Sep-16			
18. Construction Letting	Nov-16			IDOT Local Roads November 4, 2016 Project Letting

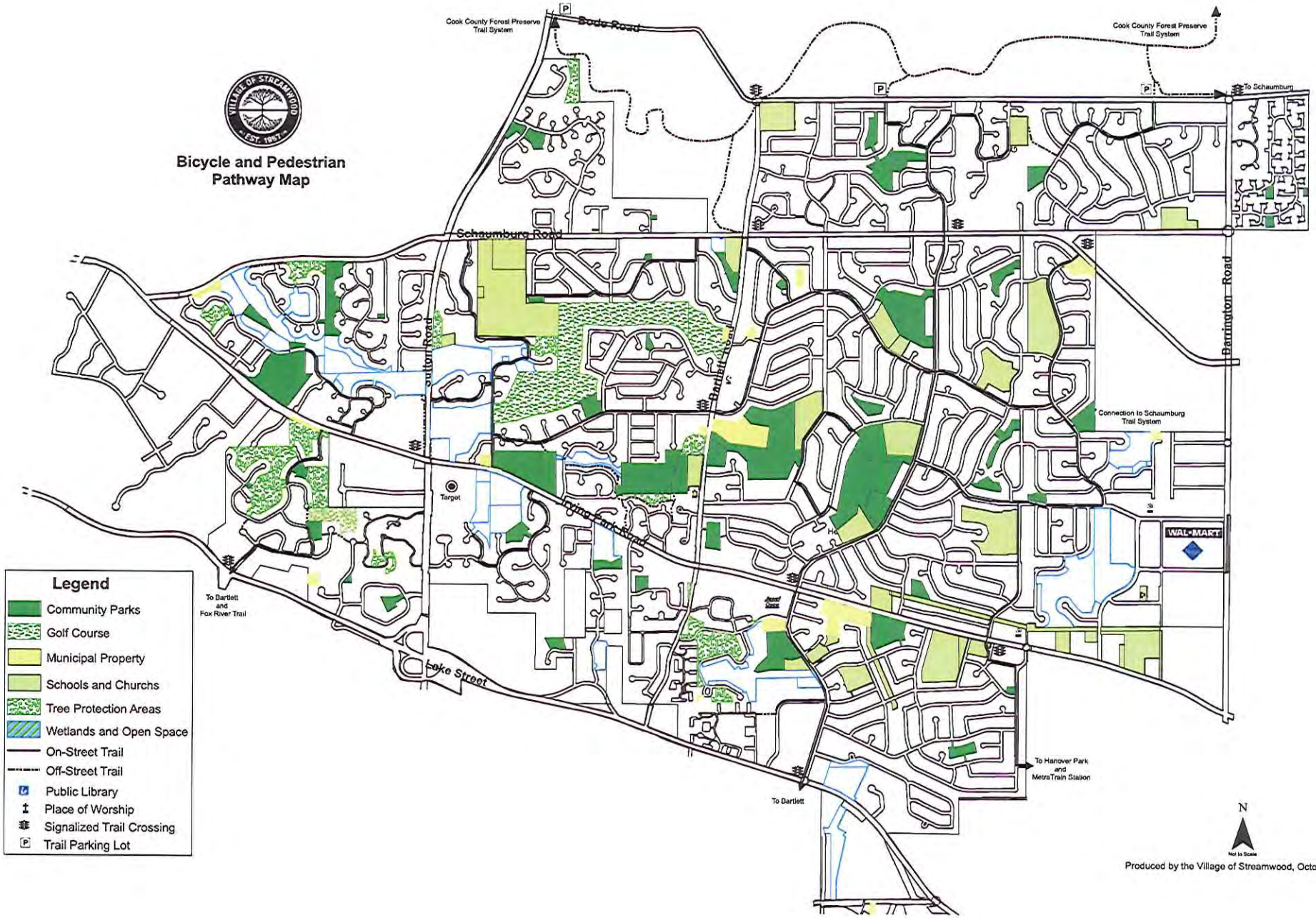
Notes:

(a) 3 to 6 month review required per complexity and submittal quality
(b) 1 to 3 month review
(c) Minimum 9 to 18 months required from plats to acquisition
(d) 1 to 4 month review
(e) 7 to 10 days before Springfield BLR due date

See IDOT Local Roads' **Mechanics of Project Management** "Federal Aid Project Initiation to Completion" Flow Chart for sequence of events and estimated review times.

Prepared by: Jack R Melhuish, P.E.

Bicycle and Pedestrian Pathway Map



Produced by the Village of Streamwood, October 2008

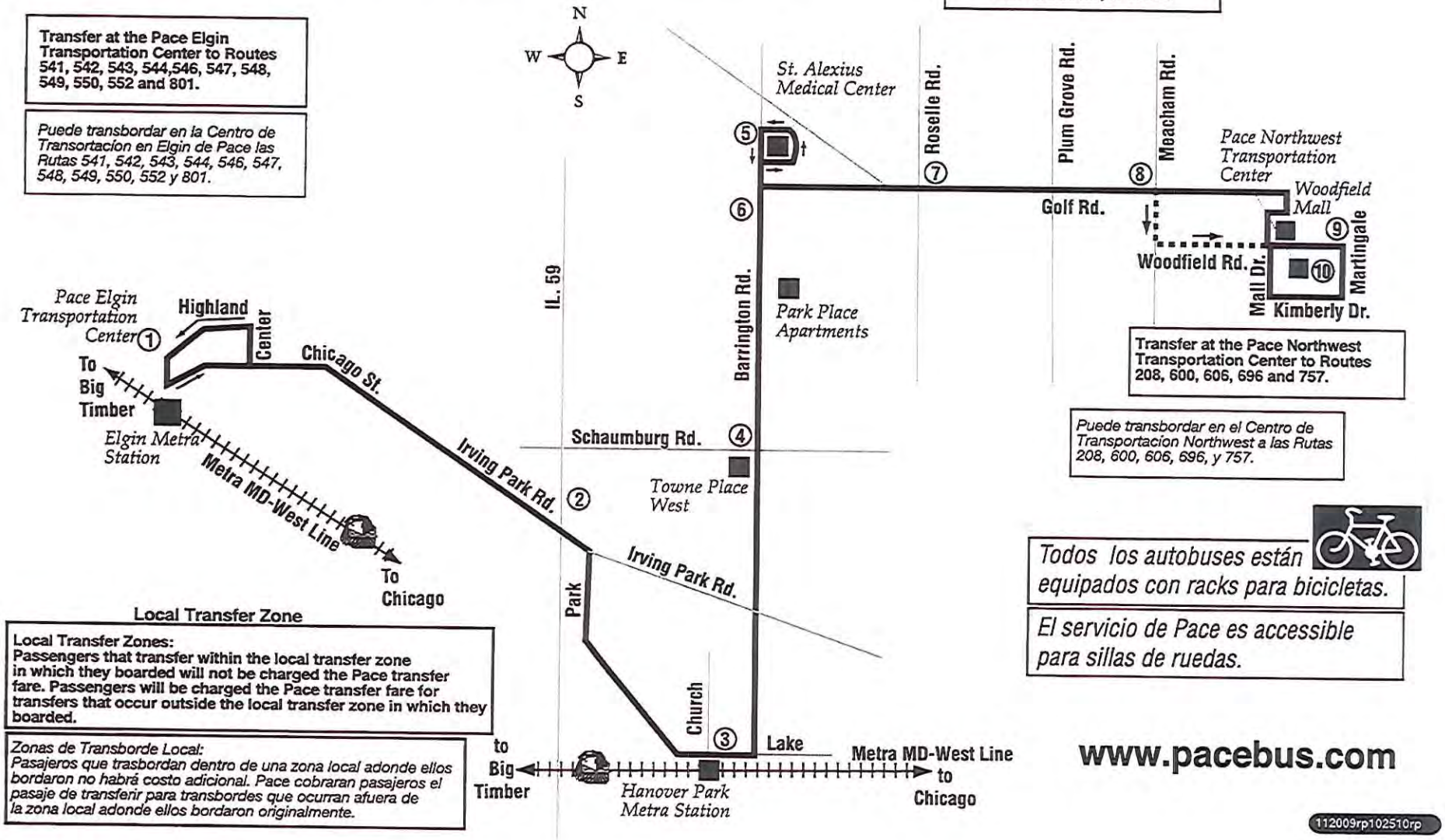
Route 554

Effective Date January 5, 2009

○ ○ **Express trips only.**
▪ ▪ ▪ **AM rush hour trips only.**
○ ○ *Viajes expresos solamente.*
▪ ▪ ▪ *En la mañana, viajes solamente a la hora de mayor tráfico.*

Transfer at the Pace Elgin Transportation Center to Routes 541, 542, 543, 544,546, 547, 548, 549, 550, 552 and 801.

Puede transbordar en la Centro de Transortacion en Elgin de Pace las Rutas 541, 542, 543, 544, 546, 547, 548, 549, 550, 552 y 801.



Transfer at the Pace Northwest Transportation Center to Routes 208, 600, 606, 696 and 757.

Puede transbordar en el Centro de Transportacion Northwest a las Rutas 208, 600, 606, 696, y 757.

Todos los autobuses están equipados con racks para bicicletas.

El servicio de Pace es accessible para sillas de ruedas.

Local Transfer Zone

Local Transfer Zones:
Passengers that transfer within the local transfer zone in which they boarded will not be charged the Pace transfer fare. Passengers will be charged the Pace transfer fare for transfers that occur outside the local transfer zone in which they boarded.

Zonas de Transborde Local:
Pasajeros que trasbordan dentro de una zona local adonde ellos bordaron no habrá costo adicional. Pace cobraran pasajeros el pasaje de transferir para transbordes que ocurran afuera de la zona local adonde ellos bordaron originalmente.

www.pacebus.com

112009rp102510rp