



MEMORANDUM

To: Bicycle and Pedestrian Task Force (BPTF)

From: CMAP Staff

Date: June 3, 2015

Re: Review of the FFY 2016-2020 CMAQ and FFY 2015-2016 TAP Project Applications related to Bicycle Facilities

As part of the development process for the FFY 2016-2020 Congestion Mitigation and Air Quality Improvement and FFY 2015-2016 Transportation Alternatives programs, CMAP staff is seeking feedback from BPTF members on the bicycle facility projects submitted and on the project rankings developed by staff, including the air quality rankings. The feedback can include input on technical aspects of the projects, particularly whether there are any “fatal flaws,” as well as qualitative information not captured in the project rankings. Information collected from the BPTF participants will be used to refine the staff-recommended CMAQ program for the Project Selection Committee to consider on June 25th and staff recommended TAP program for Transportation Committee to consider on July 17th.

To aid in reviewing the applications, several pieces of information are being provided.

1. A description of the CMAQ and TAP project ranking methodology
2. A descriptive summary of the projects and rankings sorted by cost per kilogram of volatile organic compounds eliminated. The TAP scoring is included on the same ranking sheet but the projects are sorted only by their air quality cost-effectiveness.

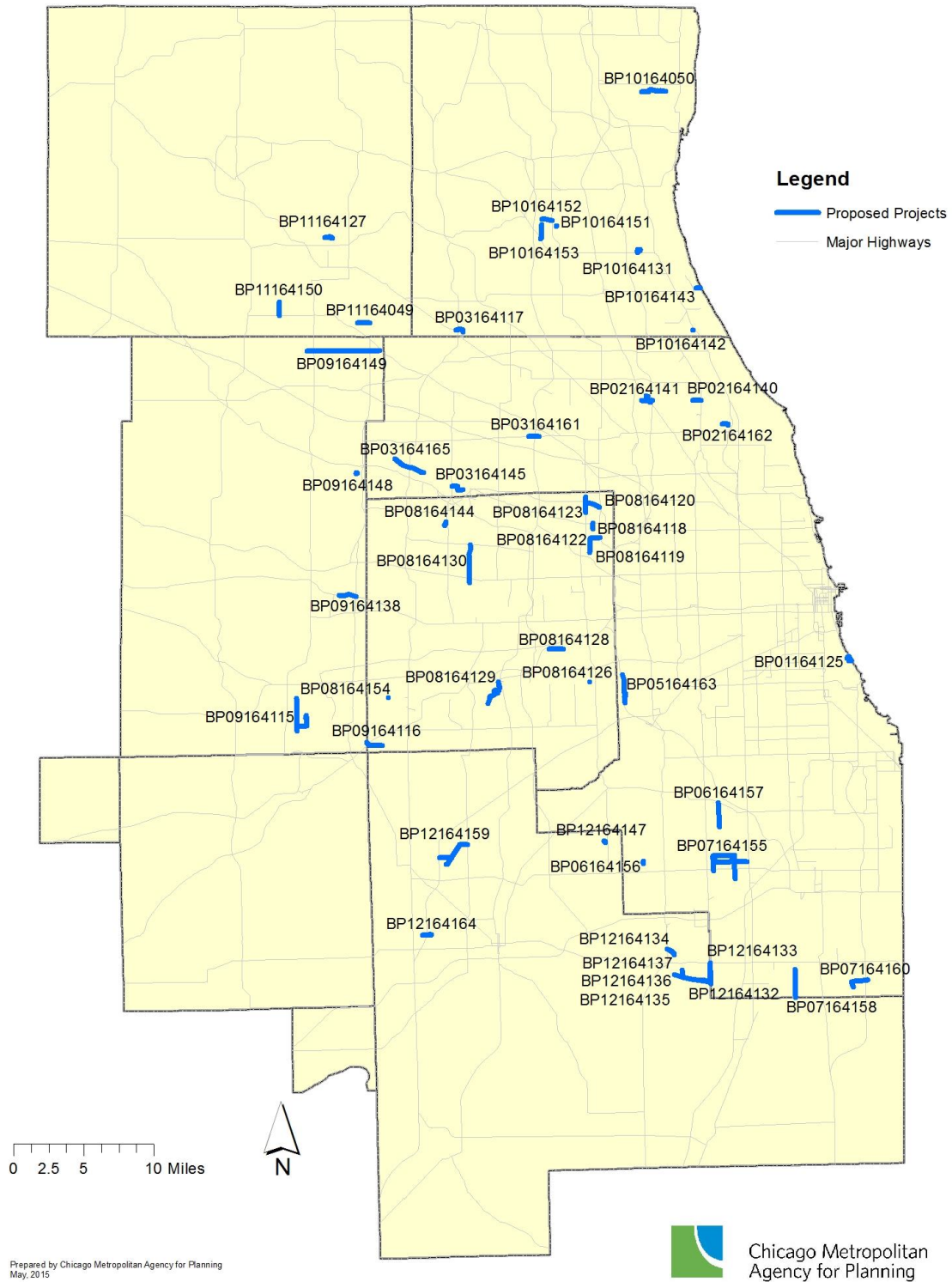
To view a full project application, visit the [CMAQ/TAP Program Development](#) webpage and find the applications sorted by project type and then CMAQ project ID. CMAP staff requests that BPTF members be prepared to give their feedback at the task force’s June 10th meeting. Feedback can also be given to staff in writing by sending an email to Doug Ferguson, dferguson@cmap.illinois.gov.

Overview of Bicycle Facility Projects

For this CMAQ/TAP cycle, 118 applications were received. Of these, 57 are bicycle-focused (55 bicycle facilities, 1 bike sharing and 1 bike parking), coming to approximately \$67 million.

During the evaluation process three projects were withdrawn by their sponsor. The locations of the projects can be seen in the map in Figure 1.

Figure 1. Locations of FFY 16-20 CMAQ/TAP bicycle projects



CMAQ Project Ranking Process

The primary consideration for CMAQ projects is the cost-effectiveness of their air emissions reductions. Additional criteria are also taken into consideration when evaluating projects for potential funding. These are referred to as Transportation Impact Criteria and are scored on a 30-point scale by project type category. The Transportation Impact Criteria and their weights are as follows:

Project type	Transportation Impact Criteria and Weights		
Highway	Reliability 15	Safety 5	On CMP network 10
Transit	Ridership 15	Reliability (transit service) or asset condition (transit facilities) 15	
Bicycle	Safety & attractiveness 10	Transit accessibility 10	Facility connectivity 10
Direct Emissions Reduction	Benefits sensitive population 20	Annual health benefits 5	Improves public fleets 5

Air Quality Cost-Effectiveness

The cost-effectiveness of emissions reductions for bicycle facilities is based on the elimination of trips and vehicle miles traveled (VMT) by single-occupancy vehicles (SOV) that can be associated with the implementation of a project. SOV trips and VMT eliminated for a new facility was estimated by CMAP staff using localized modeling tools. Given expected auto speeds, emissions reductions are then computed using future emissions rates as a function of estimated from the Motor Vehicle Emission Simulator (MOVES) software. Emission reductions from eliminating auto trips are based on emissions rates from cold starts while reductions from eliminating VMT are based emissions rates while running.

All cost-effectiveness values are annualized by multiplying by the capital recovery factor assuming a 3% discount rate. An air quality cost-effectiveness score is generated by taking 60 as the maximum (90 for projects classified as “other”) and scaling the project scores so that a middle score of 30 corresponds to the median cost-effectiveness of the projects submitted.

Safety and Attractiveness Rating

The “safety and attractiveness rating” scores the improvement in conditions for biking that result from building a facility. A project score is calculated as the safety and attractiveness rating after project less the rating before project, multiplied by 2, as shown in the table below. For example, a protected bike lane built on an arterial with no bicycle accommodation presently would receive a score of $(5 - 1) * 2 = 8$. For CMAQ, the score has a maximum value of **10**.

Narrative description	Rating
Impassable barrier for walking and bicycling	0
Arterial road with no bicycle accommodation	1
Arterial road with some bicycle accommodation, including marked shared lanes, and collector streets with no accommodation;	2
Low-speed, local streets with no bicycle accommodation	3
Unprotected bike lane; local and collector streets with full accommodation	4
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	5

Connectivity

Connectivity measures how much a bicycle project improves the ability to get from place to place by bicycle. The connectivity score is the greater of either (a) the connectivity of bikeways resulting from the project (shown in the table below), or (b) the project’s street network connectivity rating, measured with the pedestrian environment factor. This maximum is then weighted by the land use diversity index, which helps emphasize locations likely to generate short trips between nearby land uses conducive to cycling, to arrive at a final score. The score has a maximum value of 10. In general, projects in locations with a better pedestrian environment (typically above a PEF of about 25) and more mixed land uses will score better under the street network connectivity measure. The following table shows the assignment of points related to improving bikeway connectivity:

Connectivity of bikeways resulting from the project	Value assigned
Project fills a gap between existing bikeways	10
Project intersects an existing bikeway	6
Project extends an existing bikeway	3
Project is a new isolated bikeway segment	0

Transit Accessibility Index

Measuring transit accessibility helps ensure that a bicycle facility provides a realistic alternative to auto use by evaluating the potential to link bicycling with transit for longer trips. The maximum score on this measure is 10 (since the transit accessibility index ranges from 1 – 5, the index is weighted by 2 to produce the score).

TAP Project Ranking Process

The TAP ranking process considers three main criteria plus one bonus criterion, evaluated on a 100-point scale.

Completion of Regional Greenways and Trails Plan

GO TO 2040 specifically recommends prioritizing greenway trails in the programming of Transportation Enhancements (now Transportation Alternatives) funding. GO TO 2040 also uses miles of trails completed as an indicator of plan implementation. Thus, completion of the regional trail network is an important criterion.

Narrative description	Score
Connects two existing trail sections	30
Extends an existing regional trail	25
Builds a new isolated section of planned regional trail	20
Builds a new facility that intersects an existing regional trail	10

Market for Facility

Other things being equal, a better facility is one that is likely to receive more use. Population and employment density in the area served by the facility is the criterion used to evaluate anticipated usage. Points are assigned by density quartile.

Population and employment density	Score
Top quartile of region	30
Second quartile	24
Third quartile	16
Lowest quartile	8

Safety and Attractiveness Rating

The design of a bicycle or pedestrian facility influences the likelihood and safety of using it. The “safety and attractiveness rating” is assessed as described above under CMAQ, but the score is weighted differently. For example, a protected bike lane built on an arterial with no bicycle accommodation presently would receive a score of $(5 - 1) * 6 = 24$. For TAP, the maximum score is 30.

Bonus

Given the importance of timely project implementation, bonus points will be awarded to projects that have no ROW or easements to obtain (5 points) and for which phase II engineering is already complete (5 points).

Project Rankings and Analysis – Bicycle Facilities and Related Other Projects

ID	Project	Project Summary	Project Total Cost	CMAQ/TAP Requested Funds	Congestion Mitigation and Air Quality Improvement Program Scoring										Transportation Alternatives Program Scoring				
					Air Quality		Transportation Impact Criteria							CMAQ Composite Priority Index ¹	Regional Greenways & Trails Score	Population & Employment Density Score	Safety & Attractiveness Score	Bonus	Total TAP Score
					Annualized \$ per Kg VOC Eliminated	Cost Effectiveness Score	Safety & Attractiveness Rating Before	Safety & Attractiveness Rating After	Safety & Attractiveness Score	Transit Accessibility Index	Accessibility Score	Connectivity Score							
BP06164156	Orland Park - 108th Av Trail Connection	This project will replace an existing 5 ft concrete sidewalk with an 8 ft wide multi-use path along 108th Ave from 153rd St to Jillian Rd. The project will link the existing path along 153rd St to the path along Jillian Road leading to the Metra station.	\$215,700	\$150,800	\$293	57.7	1	5	8	3.0	6	8.1	79.8	30	24	24	5	83	
BP08164123	Bensenville - IL 83 from Bryn Mawr Av to Foster Av	This project constructs a 10-foot shared-use path along the IL 83 from Bryn Mawr Ave to Foster Ave.	\$414,672	\$299,738	\$783	54.0	1	5	8	2.5	5	2.2	69.2	0	30	24	0	54	
BP08164120	Bensenville - EOWA Corridor Bike Trail	This project is proposing a 10-foot multi-use path within the Elgin-O'Hare corridor that would roughly run along what is now Thorndale Ave from IL 83 to York Rd and along IL 83 from Mark St to Bryn Mawr Ave.	\$872,200	\$693,760	\$1,059	52.0	1	5	8	2.5	5	1.0	66.1	0	30	24	5	59	
OT05164104	Riverside - Bike Parking	The Village is proposing to install 50 inverted U shaped bike racks throughout the downtown and install 2 bicycle shelters near the Metra commuter station.	\$60,500	\$48,400	\$1,971	69.0	N/A	N/A	N/A	N/A	N/A	N/A	69.0	N/A	N/A	N/A	N/A	N/A	
BP10164143	Highland Park - Walker Av from St. Johns Av to Oak St	The project would construct an 8-foot multi-use sidepath along Walker Ave between the Robert McClory Bike Path at St. Johns Ave to the Openlands Lakefront Trail at the intersection of Oak St.	\$180,000	\$132,000	\$1,988	45.9	1	5	8	4.0	8	7.9	69.8	10	24	24	5	63	
BP12164147	Homer Glen - Homer Glen Heroes Bike Trail-Goodings Grove Extension	The project extends the Homer Glen Heroes Bike Trail from Pin Oak Dr along ComEd ROW to the Goodings Grove School.	\$312,001	\$249,600	\$1,993	45.9	0	5	10	2.0	4	2.7	62.6	25	24	30	0	79	
BP02164141	Glenview - Milwaukee and Lake Av Multi-use Path	The project builds a 10 foot wide multi-use path along Milwaukee Ave from Sanders Rd to Lilac and along Lake St from Magnolia St to just east of Potter Rd. Project is being done as part of the planned IDOT intersection improvement project for Milwaukee Ave and Lake St and will build a section of the Centennial Trail.	\$753,011	\$523,808	\$2,009	45.8	1	5	8	3.0	6	4.9	64.7	20	30	24	5	79	
BP09164115	Aurora - Edgelawn Dr Bikeway Project	The project is an on-St bikeway facility that aims at connecting two regional trail systems. The proposed bikeway runs north-south along Edgelawn Drive between Indian Trail and Virgil Gilman Trail, east-west along Prairie St between Edgelawn Drive and LeGrande Blvd and north-south through LeGrande Blvd to provide connections to Aurora University and West Aurora High School.	\$428,051	\$322,440	\$2,610	42.2	2	4	4	3.5	7	6.9	60.1	10	30	12	5	57	
BP08164130	DuPage County DOT - Gary Av Trail	Construction of a multi-purpose trail in Carol Stream extending north from the Great Western Trail near St. Charles Road to Army Trail Road and includes a small connector trail to the Lies Road Trail.	\$2,596,300	\$729,840	\$2,631	42.1	1	5	8	2.5	5	5.8	60.9	10	30	24	0	64	
BP08164118	Bensenville - Church Rd from Irving Park Rd to Grove Av	Construction of shared-use path along the west side of Church Rd from IL 19 to Grove Ave which will connect to planned sections of path from Grove Ave to Jefferson St (anticipated for 2017) and Jefferson St to Grand Ave (separate application).	\$647,024	\$477,620	\$3,285	38.5	2	5	6	3.0	6	4.6	55.2	20	30	18	5	73	
BP08164144	Hanover Park - Hawks Hollow Forest Preserve Trail Connection	Construct a multi-use path by improving an existing turf trail between the existing Hawks Hollow multi-use trail and Lawrence Ave.	\$109,000	\$80,000	\$3,307	38.4	1	5	8	1.0	2	4.3	52.7	10	24	24	5	63	
BP09164116	Aurora - Montgomery Rd Multi-use Path	The proposed 10 foot wide multi-use path is 1.25 miles in length and connects with the existing Waubonsie Creek Trail to its west and runs east along Montgomery Road to Middlebury Drive.	\$567,585	\$430,068	\$3,438	37.8	2	5	6	3.0	6	7.1	56.9	10	30	18	5	63	
BP08164119	Bensenville - Church Rd from Jefferson St to Grand Av	Construction of shared-use path along the east side of Church Rd from Jefferson St to Grand Ave which will connect to planned sections to the north which terminate at IL 19.	\$1,389,000	\$789,600	\$3,697	36.5	2	5	6	2.5	5	6.9	54.3	0	24	18	0	42	
BP09164138	Geneva - IL 38/E State St from IL 25/Bennett St to Kirk Rd	The project constructs a bike path along IL 38 from Simpson St to Kirk Road. This connection would link current signed bike routes on Simpson St and East Side Drive down to the Kirk Road sidepath that links up to the Illinois Prairie Path. This project is part of a larger corridor improvement project along IL 38.	\$717,393	\$452,550	\$4,199	34.1	1	5	8	3.0	6	5.2	53.3	10	24	24	0	58	
BP05164163	Western Springs - Flag Creek Bicycle Corridor	A shared use bicycle path is proposed along Flag Creek (and also the east side of I-294) from Keokuk Rd to 55th St. A segment of the Heritage Trail site.	\$2,946,000	\$2,316,000	\$6,693	24.4	3	5	4	2.5	5	7.0	40.3	0	30	12	0	42	
BP10164152	Mundelein - Maple Av Bike Path	The proposed 10-foot Maple Ave bike path will directly link to the Lake County Millennium Trail Bike Path parallel to Midlothian Rd and connect to the North Shore Bike Trail at IL 176. The off-St path will be located on the north side of Maple Ave.	\$1,268,125	\$974,500	\$7,201	22.8	1	5	8	2.5	5	5.7	41.5	10	24	24	5	63	

1-Calculated by adding the scores for Cost Effectiveness, Safety Attractiveness, Accessibility and Connectivity.
 N/A-Not Analyzed for this project type
 D/C-Project does not meet screening criteria

ID	Project	Project Summary	Project Total Cost	CMAQ/TAP Requested Funds	Congestion Mitigation and Air Quality Improvement Program Scoring									Transportation Alternatives Program Scoring					
					Air Quality		Transportation Impact Criteria							CMAQ Composite Priority Index ¹	Regional Greenways & Trails Score	Population & Employment Density Score	Safety & Attractiveness Score	Bonus	Total TAP Score
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BP08164129	DuPage County DOT - Benedictine Connector	This project is a proposed off-road bikeway in the Village of Lisle that is 2.4 miles that includes segments along College Rd, Maple Ave, Bur Oak Dr, Robin St and through Community Park. Trail starts at Burlington Ave just north of BNSF tracks and continues on to the River Trails Path network and College Ave just north of Abbeywood Dr.	\$3,751,267	\$992,000	\$7,677	21.3	1	5	8	3.0	6	6.1	41.5	25	30	24	0	79	
BP02164162	Skokie - Old Orchard Rd from Harms Rd to Woods Dr	Construction of a 10 foot wide 10 foot wide shared-use, off-St path on the south side of Old Orchard Rd between Harms Rd and Woods Dr.	\$543,500	\$376,000	\$7,681	21.3	1	5	8	4.0	8	7.6	45.0	10	24	24	5	63	
BP07164160	Sauk Village - Sauk Trail/Cottage Grove Av Bike Path Improvements	Funding for a phase I engineering of 8-foot wide bike path along the east side of Cottage Grove Ave and along the south side of East Sauk Trail. The proposed bike path begins at Mary Byrne Drive and proceeds north to East Sauk Trail and continues east along East Sauk Trail ending at Prairie Ave.	\$1,770,000	\$124,800	\$7,698	21.3	1	5	8	2.5	5	0.5	34.8	0	24	24	0	48	
BP09164148	FPD of Kane County - Fox River Trail UPRR Underpass	The purpose of the project is to provide a connection of the existing Fox River Trail from the west side of the Union Pacific Railroad track to the east side of the railroad tracks in Raymond St Forest Preserve. The project is located approximately 200 feet south of Poplar Creek. Flooding in 2008 and 2013 of Poplar Creek damaged the bridge, required closing of the bridge, and ultimately required removal of the bridge and breaking the west-east path connection.	\$2,218,620	\$1,774,896	\$7,867	20.8	0	5	10	2.0	4	8.9	43.7	30	24	30	0	84	
BP03164145	Hanover Park - Sycamore Av, Walnut Av and Unmarked St Bike Lanes	This project is to establish on-road bike lanes along Sycamore Ln , east of Barrington Road, through an area leased to the Village by the MWRDGC, to an existing bike path that end at an unnamed drive that will take the bike lanes south to Walnut Ave where they will then head east to the Village limit with Schaumburg.	\$134,000	\$99,200	\$7,919	20.7	3	4	2	2.5	5	6.8	34.5	0	30	6	5	41	
BP10164142	Highland Park - Clavey Rd from Barberr Rd to Skokie Valley Bike Path	The sidepath will connect the Skokie Valley Bike Path and the existing public sidewalk at the intersection of Clavey Rd with Barberr Rd. The project includes pedestrian crossing gates at the UP railroad crossing.	\$108,000	\$78,400	\$9,193	17.4	2	5	6	3.0	6	5.0	34.4	10	24	18	5	57	
BP09164149	Kane County DOT - Longmeadow Parkway Bike Path Extensions	The sections of the path proposed in this application will link the far western portion of the Longmeadow Parkway Bridge Corridor along from Huntley Road to Randal Road and the existing path along Longmeadow Parkway and then extend the path westerly across the Fox River to IL Rt 62.	\$1,831,130	\$1,400,023	\$9,644	16.4	0	5	10	1.5	3	6.9	36.3	25	24	30	0	79	
OT01164102	CDOT - Divvy 2016 Expansion	This project would add 1,000 bicycles and 100 docking stations to the Divvy automated self-serve "bike sharing" system in Chicago, established under previous CMAQ awards.	\$6,000,000	\$4,800,000	\$9,977	23.5	N/A	N/A	N/A	N/A	N/A	N/A	23.5	N/A	N/A	N/A	N/A	N/A	
BP12164159	Romeoville - Multi-Use Path from Weber Rd to Airport Rd and I-55	Construct a multi-use path along ComEd ROW from Weber Rd at S Carillon Dr splitting into two terminuses at I-55 Frontage Rd and Airport Rd and Budler Rd.	\$1,748,000	\$1,318,400	\$11,192	13.3	1	5	8	2.0	4	4.7	30.0	20	24	24	5	73	
BP08164128	DuPage County DOT - I-88 Central DuPage Regional Bikeway	This project will construct a bicycle trail along 31st St between Highland Ave and Meyers Rd. It is one segment of the regional network called the I-88 Central DuPage Bikeway which connects the communities of Downers Grove, Oak Brook, Oakbrook Terrace, and Lombard. The regional trail is currently 75% constructed.	\$3,545,579	\$2,080,700	\$13,108	10.3	1	5	8	3.0	6	5.7	29.9	10	24	24	0	58	
BP10164050	Lake County Forest Preserves - Lyons Woods Bike Path	The project proposes construction of a multi-use trail with connections to existing regional trail systems. The proposed trail follows ComEd ROW west from the Robert McClory Bike Trail and ends just to the east of the Green Bay Road Right of Way.	\$2,795,000	\$2,000,000	\$15,283	7.7	1	5	8	3.0	6	4.4	26.1	25	24	24	5	78	
BP06164157	Palos Heights - Ridgeland Av from College Dr to 135th St	The construction of a bike path on the east side of Ridgeland Ave from IL 83 to Shepard High School. This project will connect the Tinley Creek Trail system south of 135th St with the Cal Sal Trail north of IL 83 and the project is part of larger Ridgeland Ave Corridor study.	\$985,000	\$788,000	\$16,162	6.8	1	5	8	3.0	6	4.7	25.5	10	24	24	5	63	
BP11164049	Algonquin - Highland Ave Multi-use Trail from Tanglewood Dr to Haegers Bend Rd	As a result of the widening on Highland Ave, the existing shared-use path on the south side of Highland Ave from Tanglewood Drive/Tanglewood Court to approximately 285 feet east of the Tanglewood Drive/Tanglewood Court intersection will be relocated to the north side of Highland Ave. The existing shared-use path within Presidential Park is currently aligned around the perimeter of the Presidential Park parking lot.	\$306,970	\$211,042	\$18,760	4.8	2	5	6	1.5	3	2.0	15.8	0	24	18	5	47	

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BP08164126	Clarendon Hills - Prospect Av Bicycle Route Improvements	The creation of a shared bike lane (including striping and re-surfacing) along Prospect Ave between Burlington Ave and Ann St across the BNSF tracks. Reconfiguring the lane from an existing 4-lane section to a 3-lane section with wider outside lanes.	\$86,875	\$63,500	\$21,582	3.3	2	4	4	4.0	8	7.3	22.5	0	30	12	5	47	
BP07164158	Park Forest - Western Av from Old Plank Rd Trail to Thorn Creek Trail	Funding for a phase I engineering study of a 10 foot wide multi-use sidepath on the west side for Western Ave from the Old Plank Road Trail and to the Thorn Creek Trail.	\$3,223,700	\$190,900	\$22,297	3.0	1	5	8	3.0	6	4.5	21.5	10	24	24	0	58	
BP07164155	Oak Forest - Bike to Metra	Funding for phase 1 engineering and design of an on-St bicycling system that has been mapped in the 2010 Oak Forest Non-Motorized Trail Plan. Includes bike lanes on Central Ave from 167th St to 151st St, 151st St from Central Ave to Oak Park Ave, and Oak Park Ave from 151st St to 159th St. Sharrows are propose on Victoria Dr from Central Ave to Linden Dr and surface improvements are propose for Linden, Maple and Forestview drives.	\$7,412,300	\$371,200	\$27,182	1.5	3	4	2	2.5	5	5.6	14.1	10	29	6	5	50	
BP11164150	Lake in the Hills - Lakewood Rd from Miller Rd to Algonquin Rd	Funding for a phase I engineering of bike path along Lakewood Rd from Miller Rd to Algonquin Rd.	\$1,125,000	\$60,000	\$28,165	1.4	2	5	6	1.0	2	4.2	13.5	10	27	18	0	55	
BP03164165	Streamwood - IL 19/Irving Park Rd from Schaumburg Rd to Park Blv	The 10 foot multi-use path would run along IL 19 from Schaumburg Rd to Park Blv with a break at the intersection of IL 59. Project is part of a Village project to widen and reconstruct IL 19 from Schaumburg Rd to Bartlett Rd.	\$1,300,000	\$960,000	\$29,509	1.1	1	5	8	3.0	6	5.8	21.0	10	24	24	0	58	
BP10164151	Mundelein - McKinley Av Commuter Bridge over CN at Metra	A bicycle/pedestrian bridge over the CN railroad tracks at the Village Metra station. The bridge will consist of a minimum 10 foot clear width overpass structure and will be accessible via stairs and elevators to allow bicycles to be walked through the facility and also accommodate pedestrians meeting ADA requirements.	\$4,730,000	\$1,680,000	\$33,081	0.7	2	2	0	3.0	6	6.8	13.5	0	30	0	5	35	
BP02164140	Glenview - Chestnut Av Multi-Use Path	This project will construct of a 3,400 foot, 10-foot wide multi-use path along Chestnut Ave from Waukegan Road to the existing path (Techny Trail) east of Lehigh Ave and the railroad tracks.	\$597,881	\$478,304	\$42,216	0.2	2	5	6	3.5	7	7.8	21.1	10	30	18	5	63	
BP03164161	Schaumburg - Golf Rd Path from Roosevelt Blv to Ring Rd	Project consists of construction a off-St multi-use path along the north side of Golf Rd from Roosevelt Rd to Ring Rd. The path will involve three short segments that will travel along Roosevelt Rd, McConnor Pkwy and Busse Woods that will connect into area attractors. The facility will also provide a connection under IL 53.	\$1,693,040	\$1,306,432	\$42,580	0.2	1	5	8	3.5	7	7.3	22.5	10	24	24	5	63	
BP03164117	Barrington - US 14/Northwest Hwy from Hough St to Lake Zurich Rd	Construction of a shared-use path along the north side of US 14 from Valencia Ave to IL 59 where it will travel south to Lions Pkwy and connect to an existing trail. The proposed facility will travel under the CN railroad tracks as part of a separate grade separation project being proposed for US 14.	\$5,262,000	\$1,409,000	\$61,097	0.0	1	5	8	3.0	6	7.2	21.3	30	24	24	0	78	
BP10164131	Lake County Forest Preserves - Middlefork Savanna Forest Preserve Trail	The proposed improvement will connect the Townline Community Park to the Middlefork Savanna Forest Preserve by constructing an 8-foot wide shared-use path along the west side of Academy Drive from IL Route 60 to Faculty Circle.	\$2,862,391	\$2,066,320	\$63,088	0.0	0	5	10	1.0	2	2.3	14.3	25	16	30	5	76	
BP12164132	Frankfort - Harlem Av Trail from Old Plank Rd Trail to Laraway Rd	Construct a multi-use trail along Harlem Ave from Old Plank Road Trail to Laraway Rd.	\$425,688	\$262,000	\$77,827	0.0	1	5	8	1.0	2	4.2	14.2	10	20	24	5	59	
BP12164133	Frankfort - Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	Construct a multi-use trail along Harlem Ave from US 30 to Laraway Rd which overlaps with the BP12164132 and connects to the Old Plank Road Trail.	\$1,727,000	\$1,301,600	\$83,695	0.0	1	5	8	1.0	2	4.3	14.3	10	20	24	0	54	
BP12164164	FPD of Will County - Black Rd Trail from DuPage River Trail to Rock Run Trail	A multi-use trail along Black Rd that crosses I-55 connecting the Des Plaines Rd Trail with the Rock Run Trail.	\$3,276,270	\$1,644,630	\$112,799	0.0	1	5	8	2.0	4	8.0	20.0	30	24	24	5	83	
BP01164125	CDOT - 43rd St Access Bridge to Lakefront Trail	This project will construct a bicycle bridge over the Lake Shore Drive, CN railway tracks and Metra Electric tracks making a connection between 43rd St and the Lakefront Trail. Replaces a pedestrian only bridge which is in substandard condition and not adequate for cyclists or person with disabilities.	\$24,545,000	\$17,320,000	\$128,481	0.0	0	5	10	4.0	8	8.2	26.2	25	30	30	0	85	
BP08164122	Bensenville - Jefferson St from Church Rd to York Rd	Construction of an 8-foot shared-use path along the north side of Jefferson St from Church Rd to York Rd.	\$582,000	\$417,600	\$145,160	0.0	2	5	6	3.0	6	5.3	17.3	0	24	18	0	42	
BP12164134	Frankfort - Hickory Creek Multi-Use Trail	Construct a multi-use trail along Hickory Creek from US 45 to an existing multi-use bridge crossing the creek and connecting to Holland Harbor Dr and an existing trail.	\$557,000	\$426,000	\$162,352	0.0	0	5	10	1.0	2	2.9	14.9	30	24	30	0	84	
BP12164137	Frankfort - Pfeiffer Rd from Old Plank Road Trail to Sauk Trail Rd and Sauk Trail from Pfeiffer Rd to IL 43/Harlem Av	Construct a multi-use trail along the east side of Pfeiffer Rd from Old Plank Road Trail to Sauk Trail where it will run on the north side of the road to Harlem Ave which overlaps BP12164135.	\$1,379,034	\$1,008,000	\$175,432	0.0	2	5	6	1.0	2	4.2	12.2	25	16	18	0	59	

1-Calculated by adding the scores for Cost Effectiveness, Safety Attractiveness, Accessibility and Connectivity.
N/A-Not Analyzed for this project type
D/C-Project does not meet screening criteria

ID	Project	Project Summary	Project Total Cost	CMAQ/TAP Requested Funds	Congestion Mitigation and Air Quality Improvement Program Scoring									Transportation Alternatives Program Scoring				
					Air Quality		Transportation Impact Criteria						CMAQ Composite Priority Index ¹	Regional Greenways & Trails Score	Population & Employment Density Score	Safety & Attractiveness Score	Bonus	Total TAP Score
					Annualized \$ per Kg VOC Eliminated	Cost Effectiveness Score	Safety & Attractiveness Rating Before	Safety & Attractiveness Rating After	Safety & Attractiveness Score	Transit Accessibility Index	Accessibility Score	Connectivity Score						
BP08164154	Naperville - North Aurora Rd Underpass at CN/EJ&E	As part of a complete reconstruction of the existing North Aurora Road Underpass at the CN Railroad, the proposed will allow bicycles and pedestrians to travel east-west across an existing major barrier between the Cities of Naperville and Aurora.	\$32,841,000	\$7,111,000	\$377,005	0.0	1	5	8	1.0	2	2.0	12.0	0	24	24	0	48
BP10164153	Mundelein - Midlothian Rd Multi-Use Path	The proposed Midlothian Rd multi-use 10-foot wide path will provide improved off road linkage between Hawley St and IL 60. The path will serve as an extension of the Prairie Crossing Path and intersect with the Grand Illinois/Millennium Trail.	\$729,709	\$562,395	\$389,910	0.0	1	5	8	2.0	4	4.6	16.6	10	24	24	5	63
BP12164136	Frankfort - Sauk Trail Rd from Larch Rd to 88th Av	Construct a multi-use trail along the north side of Sauk Trail Rd from Larch Rd to Pfeiffer Rd/88th Ave.	\$1,050,000	\$800,000	\$425,156	0.0	2	5	6	1.5	3	1.0	10.0	0	24	18	5	47
BP11164127	Crystal Lake - Prairie Path Re-Route	The proposed off-St trail would direct connection from the end of the Burning Bush Trail with the existing Prairie Path. A hiking trail currently exists at the end of Burning Bush Trail.	\$136,696	\$109,356	\$430,384	0.0	0	5	10	2.0	4	7.6	21.6	10	24	30	5	69
BP12164135	Frankfort - Sauk Trail Rd from 80th Av to Harlem Av	Construct a multi-use trail along the north side of Sauk Trail 80th Ave to Harlem Ave.	\$752,000	\$560,000	\$470,857	0.0	5	5	0	1.0	2	4.1	6.1	20	16	0	5	41
BP08164139	Glen Ellyn - Taylor Av Underpass	A bicycle/pedestrian path under the Metra UP-West tracks at Taylor Ave. This project does not meet the screening criteria of being included in an adopted plan.	\$2,860,000	\$300,000	D/C	D/C	D/C	D/C	D/C	0.0	D/C	D/C	D/C	D/C	D/C	D/C	D/C	D/C
BP11164048	Spring Grove - Winn Rd from Martin Dr to Elk Dr	The proposed project is the construction of a new 10-foot wide multi-use path located along Winn Rd between Elk Dr and Martin Dr. The project will connect with existing trails at both the north and south limits. This project does not meet the screening criteria of being included in an adopted plan.	\$396,100	\$224,410	D/C	D/C	D/C	D/C	D/C	0.0	D/C	D/C	D/C	D/C	D/C	D/C	D/C	D/C
BP12164166	Frankfort - LaGrange Rd from Pleasant Hill Rd to Nebraska St	This is a sidewalk project that does not meet screening criteria.	\$166,000	\$124,800	D/C	D/C	D/C	D/C	D/C	0.0	D/C	D/C	D/C	D/C	D/C	D/C	D/C	D/C

1-Calculated by adding the scores for Cost Effectiveness, Safety Attractiveness, Accessibility and Connectivity.
N/A-Not Analyzed for this project type
D/C-Project does not meet screening criteria