Northwest Highway Corridor Bicycle Facilities Plan
Northwest Municipal Conference

February 8, 2012

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Introduction

The Northwest Highway corridor connects the Fox River into the City of Chicago along the Union Pacific-Northwest Metra Line. The corridor spans eleven municipalities and currently provides a direct rail and vehicular connection (US 14) into the City of Chicago for many communities in the north and west portions of the Northwest Municipal Conference (NWMC) area. Adaptation of the corridor as a bike route is a priority for the Conference and is described in the NWMC 2010 Bicycle Plan. This plan acts as a guide for planning and implementing bicycle facilities in the Conference service area.

Currently, only 10% of the proposed bikeway system in this nearly 20-mile long corridor is completed. However, these existing facilities are not contiguous, making convenient bicycle travel in the corridor difficult. These sections are a combination of on-street lanes, off-street bike paths, and signed on-street bike routes.

This plan was funded by a Cook County-administered Communities Putting Prevention to Work (CPPW) grant to the NWMC to identify preliminary preferred and alternate bikeway alignments along the Northwest Highway corridor. The intent is to use both existing and new bicycle facilities to link Metra stations, central business districts and other regional destinations in the corridor. While the 2010 Bike Plan identified the corridor continuing into Lake and McHenry Counties, the grant for this study was funded through Cook County and thus focuses only on the parts of the project within county limits.

Working with members of the NWMC Bicycle and Pedestrian Committee and staff from the NWMC, the plan identifies the barriers that will be faced throughout the corridor by bicyclists, as well as the challenges encountered in downtown areas, including at-grade crossings and pedestrian concerns. Additionally, each of the intersections within the corridor are analyzed for their existing or potential bicycle crossing accommodations.

The plan begins with the identification of preliminary preferred and alternate alignments, building on information collected in the NWMC 2010 Bike Plan, the seven municipalities comprising the NWMC Corridor subcommittee and interested parties. Next, typical corridor segments and intersections are defined with consistent nomenclature to typify segments with similar attributes. Construction concerns and major barriers are shown in table format to refine possible alignment locations.

Typical cross sections are provided for identified segment types and are based upon commonly-accepted standards, such as IDOT's Design and Environmental Manual; the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, Manual on Uniform Traffic Control Devices (MUTCD) and National Association of City Transportation Officials (NACTO) Cities for Cycling Guide. Cost estimates are provided for engineering and construction of typical segments. Finally, an implementation scheme is provided that suggests good candidates for early construction, based upon previous assessments of barriers that would delay certain segments.

I Alignment Identification

Introduction

To determine the alignment alternatives and ultimately the preferred alignment, the team worked closely with NWMC staff and the Northwest Highway Corridor subcommittee, which is a subcommittee of the Bicycle and Pedestrian Committee, and comprised of the seven NWMC member municipalities that are situated along the corridor.

- Barrington
- Palatine
- Rolling Meadows
- Arlington Heights
- Mount Prospect
- Des Plaines
- Park Ridge

Generally, the subcommittee met monthly with the consultant team collecting data from the NWMC staff, Conference members and performing field reviews.

Alignment Alternatives

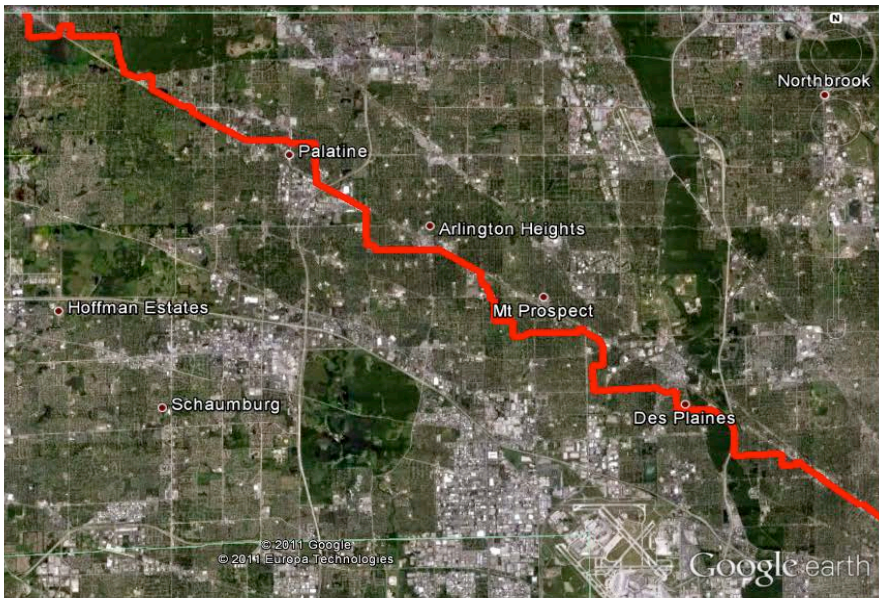
Determining the alignment involved compiling and organizing each municipality's vision of how the bikeway corridor would connect through their respective communities. Using a workshop format, representatives of each community began with an examination of existing and programmed routes on an aerial map. This collaborative process resulted in the development of known issues and constraints, the identification of key intersections and potential opportunities along the adjacent Union Pacific Railroad. One such opportunity is Rail-with-Trail which are trails adjacent to, or within an active railroad corridor. The hope is that some bicyclists will ride to a Metra station and continue along a portion of the corridor.

Photo of aerial strip map used in the Committee workshop.

A preliminary short-term and long-term alignment was developed based on field reviews and initial existing conditions. This information was digitized in Google Earth and provided to the NWMC in the form of a Google Earth file (.kml) that allowed participating members to easily zoom to areas of interest. Comments were solicited and several rounds of revisions were made, until a final version of each alignment was agreed upon. The long-term alignment was used in the development of this final report.

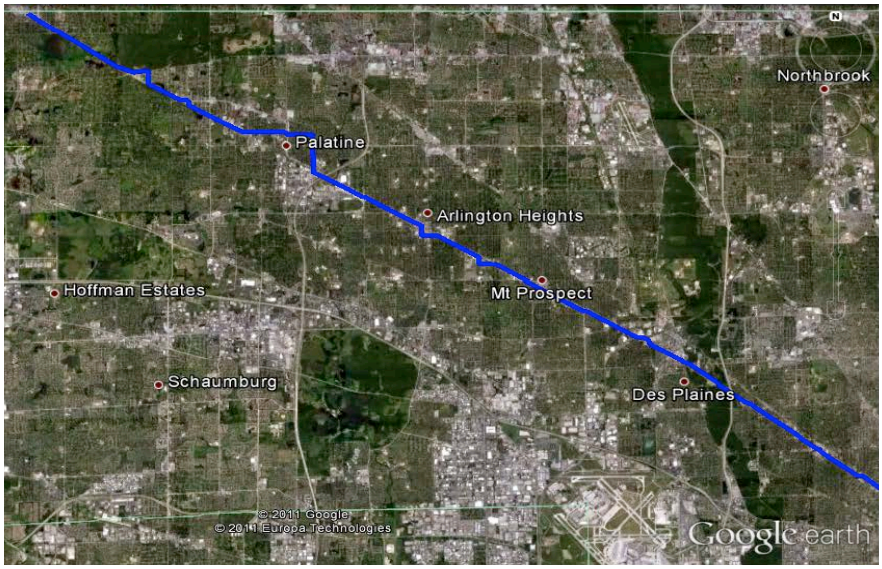
Short-Term Alignment

The short-term alignment (23.7 miles) is an alternate that can be implemented without major infrastructure modifications. Northwest Highway is classified as a major arterial, and the conditions along the roadway make it generally unfavorable to all but the boldest cyclists. Therefore, the short-term alignment takes advantage of a number of existing parallel bike routes. The exhibit below shows an overview of the short-term alignment in RED.



Long-Term Alignment

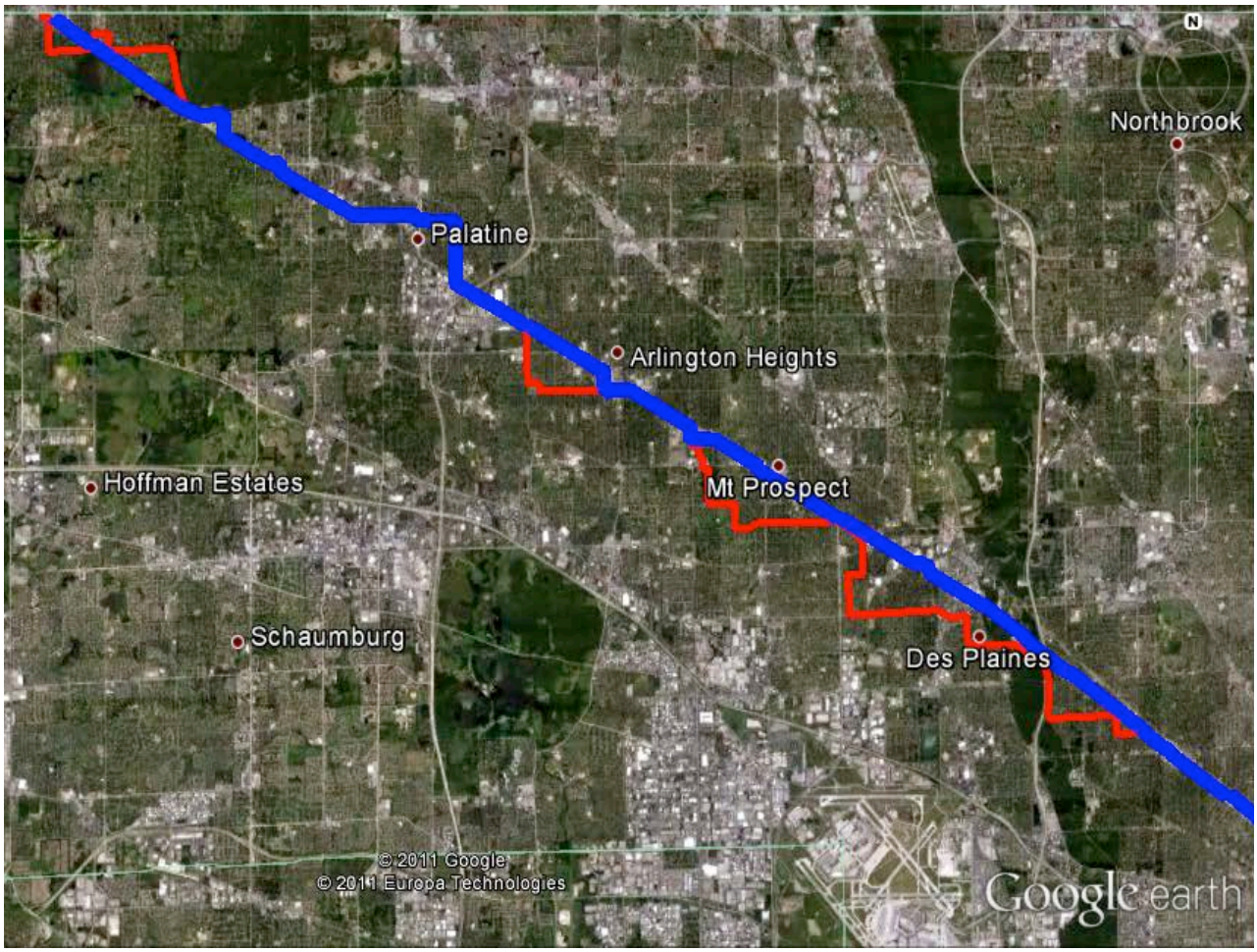
The long-term alignment (23 miles) primarily follows the Northwest Highway alignment. Short-term segments that deviated from the highway are mostly eliminated. Implementation will require a long-term allocation of funds to correct a number of constraints that deter bicycle travel along the arterial. Because of these existing conditions and the length of the corridor, the recommendation is made to implement the corridor in phases. The exhibit below shows an overview of the long-term alignment in BLUE.



Both the short-term and long-term alignments were provided to the NWMC and the subcommittee in the form of a Google Earth file (.kml), as well as color print exhibits zoomed in by corridor segment. In addition, a .kml file was provided that included notations at locations where key issues and opportunities were identified. Comments were solicited and several rounds of revisions were made based on subcommittee input and through an on-going evaluation of characteristics and barriers. More specific alignment information is available from NWMC staff.

Preferred Alignment

Consensus was reached on the location of both short-term and long-term alignments and a consolidated Google Earth file was created, illustrated below. The preferred alignment extends along the corridor and takes advantage of on-street and off-street facilities including Rail-with-Trail. This alignment was also used to evaluate the feasibility of these facility types. The existing corridor segments and intersections were inventoried and comprehensively cataloged, grouping duplicative sections and intersections in a typical manner. A classification matrix was developed to organize the corridor, breaking it into typical segments and intersections. This matrix is discussed in the next chapter.



II Catalog of Existing Corridor Conditions

Evaluating the corridor as a series of connected segments facilitates both regional and local scale examination of the corridor. The individual segments linked together show the overall alignment direction and distribution through each community as well as major connections at either end of the corridor. Individual segments illustrate specific on-the-ground conditions that need to be addressed in selecting a specific bikeway treatment for alignment construction.

The process of cataloging existing conditions resulted in a list of attributes that were common to the entire corridor. As a group, these attributes allow the corridor to be evaluated segment by segment in a consistent manner along its entire length. For ease of use, this information is summarized in a matrix for each segment and intersection. Standard corridor segments are in regular font and intersections in bold font. An explanation of each attribute in the matrix is described below:

- Segment – This column assigns an arbitrary name to the segment or intersection. The first letter of the name corresponds to the municipality.
- Municipality – The City or Village in which the segment is located.
- Alignment Description – Explains the alignment of the Northwest Highway Bikeway within that stretch of roadway. For example, the Bikeway will be routed along Northwest Highway in some locations, while in other locations it is along Busse Highway or through a Metra parking lot.
- Station – These two columns list the cross streets that identify that particular segment.
- Approximate Distance – The length of the segment from one station to the next. Length will play an important role in cost estimating as it will be multiplied by unit costs in later Tasks.
- Controlling Jurisdiction – This column lists the agency that owns or controls the right-of-way (ROW) or property of interest. Stakeholders primarily include the Illinois Department of Transportation (IDOT) and the Union Pacific Railroad (UP), as well as Metra, the municipalities, the Forest Preserve and some private owners.
- ROW – There are three ROW columns labeled IDOT, UP and Municipality. The approximate width of ROW is listed for each segment under the appropriate agency.
- Lane Configuration – How the roadway is currently configured for traffic, parking, and bike facilities (if any).
- AADT – IDOT's 2011 published Average Annual Daily Traffic Volume.

The corridor crosses dozens of major arterials, including state and county highways with varying degrees of bicycle accommodations at each intersection. Existing intersection conditions are cataloged in the matrix under "Comments" including current pedestrian and bicycle accommodations and other notes such as angled intersection created by the diagonal nature of the corridor creating unsafe crossing conditions. A sample image of the matrix is shown on the next page. To actively use this multiple page document, the table should be opened in the Appendix of this report or the original digital spreadsheet opened on a large computer screen.

Northwest Highway Classification Matrix

Catalog of Existing Conditions															
Segment No.	KML Reference Code	Municipality	Alignment Description	From	To	Approx Distance	Controlling Jurisdiction	IDOT ROW	UP ROW	Muni ROW	Lane Configuration	AADT Source: IDOT AADT Volumes, 2011	Preferred Classification (Cross Section)	Comment	Issue/Barriers
S1	B1	Barrington	Through Metra Parking Lot	Metra Station	NW HWY	1130	METRA	N/A	N/A	N/A	NONE	NONE - OFF ROADWAY	Sidepath (C1)	Potential Sidepath within Metra Parking Lot	Requires easement through Metra Parking Lot
S2	B2	Barrington	Through UP ROW	Metra Station Parcel	George St	850	UPRR	N/A	100'	N/A	NONE	NONE - OFF ROADWAY	Rail with Trail (C2)	Potential Sidepath through UP R.O.W.	Easement through UPRR
S2	B3	Barrington	Through UP ROW/IDOT ROW	George St	Hillside Ave/Eastern Ave	1515	UP/IDOT	87'	100'	N/A	Five Lanes	23,100	Rail with Trail (C2)	Potential Sidepath through UP R.O.W.	Easement Through UP/IDOT
N/A	B4	Barrington	Intersection of NW Hwy @ Hillside / Eastern Ave	SW Corner	NE Corner	250	IDOT	152'	N/A	N/A	Varies Depending upon Approach	23,100	Enhanced Bike / Ped Crossing		IDOT Coordination and Approval of Ped / Bike Enahncements
S3	B5	Barrington	North side NW HWY next to McCray Golf Club	Hillside Ave/Eastern Ave	Ela Rd	8115	IDOT/McCray Golf Club	90'	N/A	N/A	Five Lanes Some Locations have Central Median	23,100	Sidepath on north side (C3)		Potneial Easment and Coordination with McCray Golf Club
N/A	B6	Barrington	Intersection of NW HWY at Ela rd	NW Corner	NE Corner	130	IDOT	125'	N/A	N/A	Varies Depending upon Approach	23,100 NW HWY 11,100 Ela Rd	Enhanced Bike / Ped Crossing	Ela Rd Under CCHD Jurisdiction	IDOT Coordination and Approval of Ped / Bike Enahncements
S3	B7	Barrington	N Side of NW HWY / Dundee Road (Forest Preserve)	Ela Rd	Dee Rd	3015	IDOT/Forest Preserve	Varies	N/A	N/A	Varies sue to NW Hwy & Dundee Rd Interchange	18,300	Sidepath on north side (C3)	Joint Side path w/ CCFPD around major interchange	Coordination and Potential easements through CCFPD
N/A	B8	Barrington	Intersection of Dundee Rd & Dee Road	NE Corner	SE Corner	67	IDOT	40'	N/A	N/A	Varies Depending upon Approach	18,300 Dundee Road	Enhanced Bike / Ped Crossing	Forest Preserve appears to have R.O.W. to Centerline of Dundee Road at Intersection	Determine Signal Warrant and Crossing Options
S4	P1	Palatine	Dee Road	Dundee Rd	NW HWY	1450	Palatine	N/A	N/A	67'	Two Lanes	NO DATA	Shared Lanes (C4)		
S5	P2	Palatine	N Side of NW HWY / Dundee Road (Forest Preserve)	Dee Rd	Countryside Dr	3450	IDOT	89	N/A	N/A	Five Lanes	26,300	Sidepath on north side (C3)		
S5	P3	Palatine	NW HWY	Countryside Dr	Sterling Ave	1250	IDOT	118	N/A	N/A	Five Lanes	26,300	Sidepath on north side (C3)		
N/A	P4	Palatine	Intersection of NW HWY @ Sterling Avenue	NW Corner	SE Corner	185	IDOT	110'	N/A	N/A	Varies Depending upon Approach	26,300 NW Hwy	Enhanced Bike / Ped Crossing	Sidewalks and Crossings have been added recently to intersection	

III Alignment Feasibility: Barriers & Issues

The corridor segments were evaluated by their location in each community along the corridor. Additionally, the segments are examined with respect to the feasibility of constructing either an on-street or off-street bike facility, including a Rail-with-Trail. These segments and communities are shown in the same matrix used to catalog existing conditions in the previous chapter. The classification method is structured so that similar segment types are named consistently and are shown in the "Preferred Classification" column in the matrix. Each segment type is color coded for easier identification. This initial color scheme is expanded and refined in the following chapter that provides perspective illustrations of each segment along the corridor.

There are many barriers and constraints throughout the corridor, including major arterials with varying degrees of accommodation. The matrix addresses the individual intersections and segments that have major barriers and issues along the corridor; however, a summary of these concerns by community follows:

In **Barrington**, there are eight described alignment segments or intersections along the Northwest Highway corridor. Each of these segments has issues or barriers to implementation. These range from easement acquisition for a number of the segments, to IDOT coordination and approvals. The intersections at Hillside/Eastern Avenue (B4) and at Ela Road (B6) require IDOT coordination and approval of the pedestrian and bikeway enhancements. The intersection of Dundee Road and Doe Road requires a signal warrant determination and crossing options.

In **Palatine**, there are fourteen described alignment segments or intersections. There are no barriers for any of the segments or intersections.

In **Rolling Meadows**, there are two described alignment segments both of which have barriers: Rohlwing Road (RM1) is an angled crossing, and at Commuter Drive (RM2), the Union Pacific Railroad has an equipment depot adjacent to the railroad tracks at Rohlwing.

In **Arlington Heights**, there are twelve described alignment segments or intersections, most of which do not have barriers or concerns. There are Union Pacific Railroad ROW concerns at the Wilke Road intersection (AH2). Also, at the intersection at Euclid Avenue (AH4) the potential path route along the south side of the Northwest Highway may not be feasible with the railroad tracks immediately adjacent to the IDOT ROW.

Through the Union Pacific/Illinois Department of Transportation ROW, on the south side of the Northwest Highway (AH5), there needs to be coordination with Metra for installing the path in and around the existing parking lots. Finally, at Davis Street (AH10) there is a possible extension of side path from Sigwalt to Arthur Avenue.

In **Mount Prospect**, there are ten described alignments or intersections of the corridor, of which 50% have issues or barriers. From Melas Park to Central Avenue (MP3), there are several driveway conditions that need to be addressed. From Central Avenue to Main Street (MP5), there is limited space available between the railroad track and Mount Prospect Road. Existing landscaping and parking may need to be relocated to accommodate a proposed bike lane or bike path.

At the intersection of Prospect Avenue and Main Street (MP6), the path may not be allowed in front of the existing railroad crossing gates. Between Main Street and Emerson Street (MP7) and at the intersection of Prospect Avenue and Emerson (MP8), there is limited space available between the railroad track and Mount

Prospect Road. Existing landscaping and parking may need to be relocated to accommodate a proposed bike lane or bike path.

In **Des Plaines**, there are eleven described alignments or intersections of the corridor, most of which have issues or barriers. Between Mount Prospect Road and Wolf Road (DP1), there are driveway conflicts on the north side of the alignment. At the Wolf Road Bridge (DP2), widening may be needed to accommodate the bike path on the north side. Between Wolf Road and the railroad viaduct (DP3), high vehicular speeds and bicyclist visibility issues need to be addressed. The Canadian Northern/Union Pacific viaduct (DP4) is a long-term reconstruction project.

Between Western and Laurel Avenue (DP6), transition to on-street bike lanes and limited ROW are barriers to implementation. Between Laurel Avenue and Des Plaines River Road (DP7), barriers include difficult geometry in the downtown area with a bus drop-off at the Metra Station and insufficient room. Next, there is a difficult crossing at the intersection of Miner Street and Des Plaines River Road (DP8) with a railroad crossing immediately adjacent to the intersection.

Between Des Plaines River Road and Busse Highway (DP9), there is limited ROW on the bridge that crosses the Des Plaines River. Between Miner Street and the city limits (DP11), the ROW needs to be examined to determine if there is sufficient width to accommodate shared lanes. Also, several businesses have parked cars in the ROW just south of Miner Street.

In **Park Ridge**, there are ten described alignments or intersections of the corridor, of which 50% have issues or barriers. Between the Des Plaines city limit and Oakton Street (PR1), the width to accommodate shared lanes needs to be confirmed. Between Oakton Street and Dee Road (PR3), the pavement width is very wide and has a five lane cross-section. Between Busse Highway and Summit Avenue (PR7), the ROW is tight and the arterial supports high traffic volumes. Between Prospect and Washington Avenues (PR9), barriers include perpendicular Metra Parking along the Union Pacific railroad on the south side of Summit Avenue. These same conditions also occur between Washington and Clark Avenues (PR10).

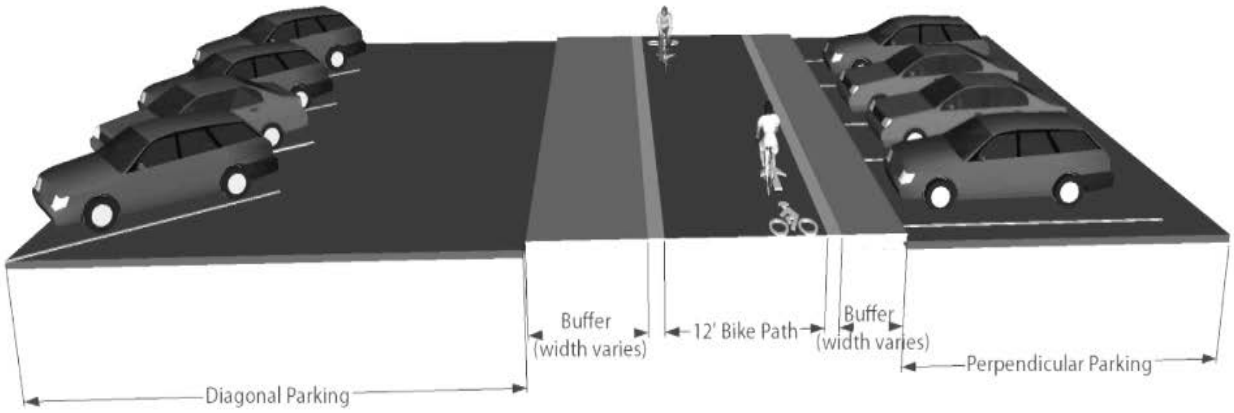
IV Typical Alignment Cross Sections

There are fifteen typical cross sections along the corridor, that in some cases repeat themselves when conditions are similar. A visual graphic of the cross sections, along with their location on nineteen corridor segments is shown on the pages that follow and are color coded by segment (S) and cross section (C) type for easier viewing. Later in the chapter, the entire corridor is shown on a map that includes the same ordered number of segments and cross sections.

The cross-sections are located to the right of the strip map and are numbered and color coded to match the corresponding segments along the corridor. The sections are illustrated in perspective view to provide a more realistic sense of the conditions on-the-ground. Each section illustrates the location of the bike path in relationship to automobile travel lanes or other related conditions that affect the type of bike treatment to be used. The cross-sections represent typical conditions along a given segment, but not all the sections variations. A description of each segment follows below which is numbered to follow the colored strip map and cross section pages that follow.

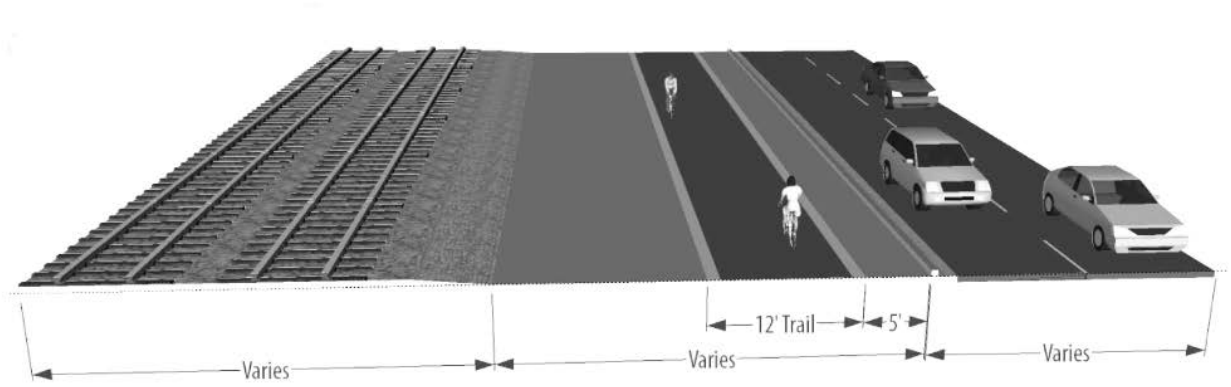
S1/C1 Side Path-Parking Lot (Barrington)

This condition occurs where the bike path is constructed through the middle of a parking lot. The path is buffered on either side to create a physical barrier between the bicyclist and parked cars. The bike path is 12' wide, striped on the outside edges and has pavement markings to delineate the path. The width of the buffer will vary depending upon local conditions.



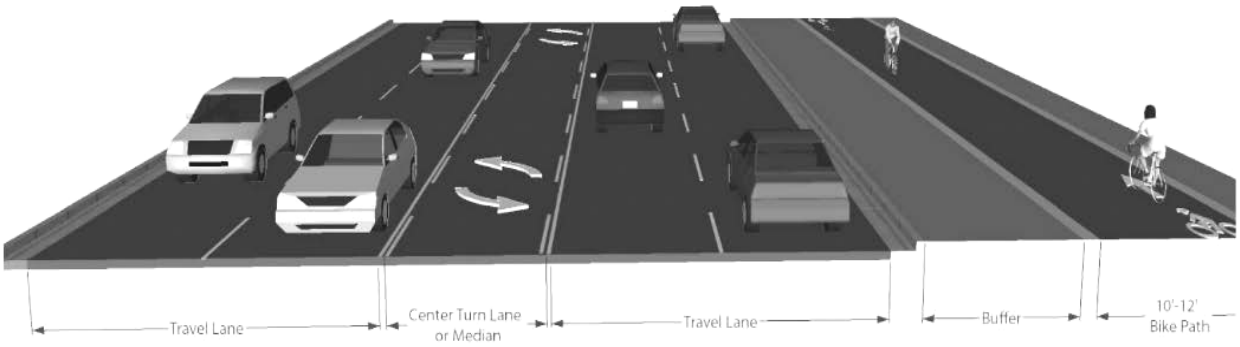
S2/C2 Rail-with-Trail (Barrington)

This condition occurs where the bike trail is located between automobile travel lanes and railroad tracks. The bike path is 12' wide, striped on the outside edges and is buffered on either side. The buffer is 5' wide where the trail is next to a lane of traffic. The buffer width is variable between the bike trail and rail line depending on the width of the ROW. The bike trail will be located on railroad ROW and requires cooperation of the adjoining railroad.



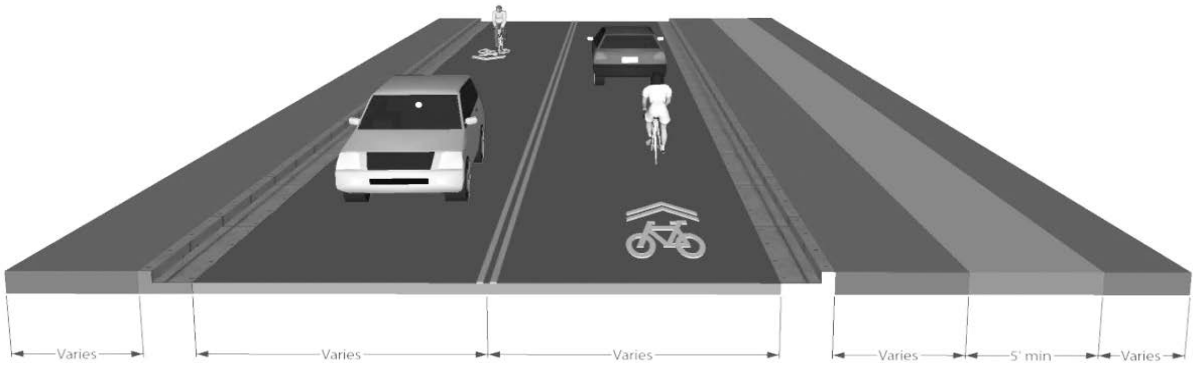
S3/C3 Side Path–Arterial with Turn Lane (Barrington)

This condition occurs where there are two automobile travel lanes in opposite directions separated by a turn lane or median. The bike path is 12' wide, striped on the outside edges with pavement markings and is buffered on either side. The width of the buffered area varies depending on the local conditions. The buffered area protects the bicyclist from automobile traffic and provides a lane of separation from adjacent land uses.



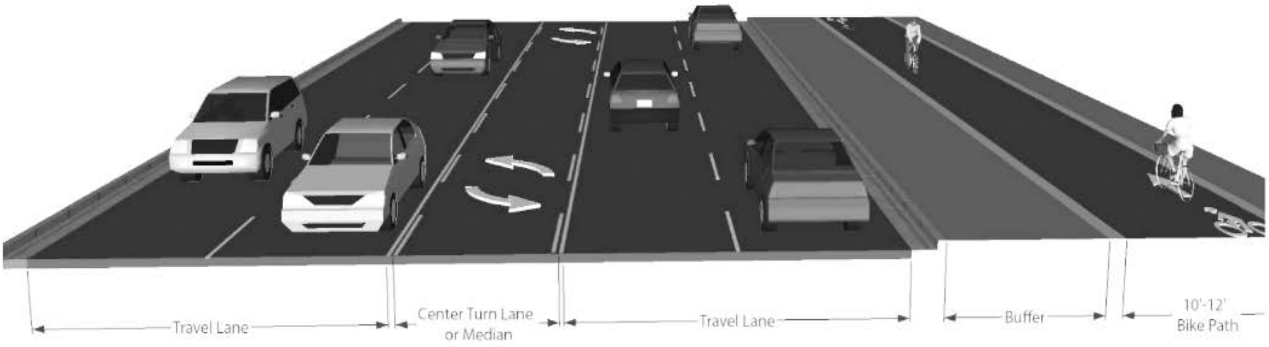
S4/C4 Shared Lane (Palatine)

This condition occurs where the bicyclist shares the roadway with automobiles. In some cases, there is existing sidewalk (5' min.) for pedestrians that parallels the shared roadway. The width of Shared Lane varies depending on the local condition. Pavement markings alert cars to the shared use of the roadway.



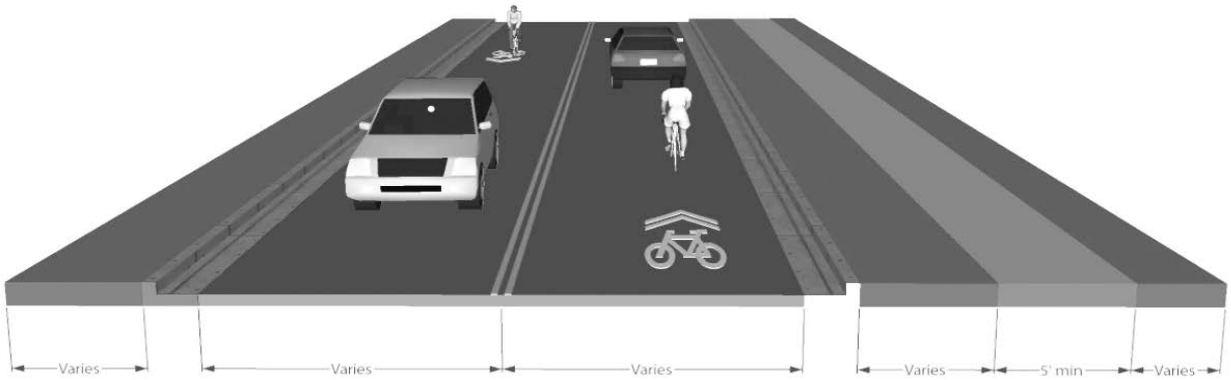
S5/C3 Side Path–Arterial with Turn Lane (Palatine)

This condition occurs where there are two automobile travel lanes in opposite directions separated by a turn lane or median. The bike path is 12' wide, striped on the outside edges with pavement markings and is buffered on either side. The width of the buffered area varies depending on the local conditions. The buffered area protects the bicyclist from automobile traffic and provides a lane of separation from adjacent land uses.



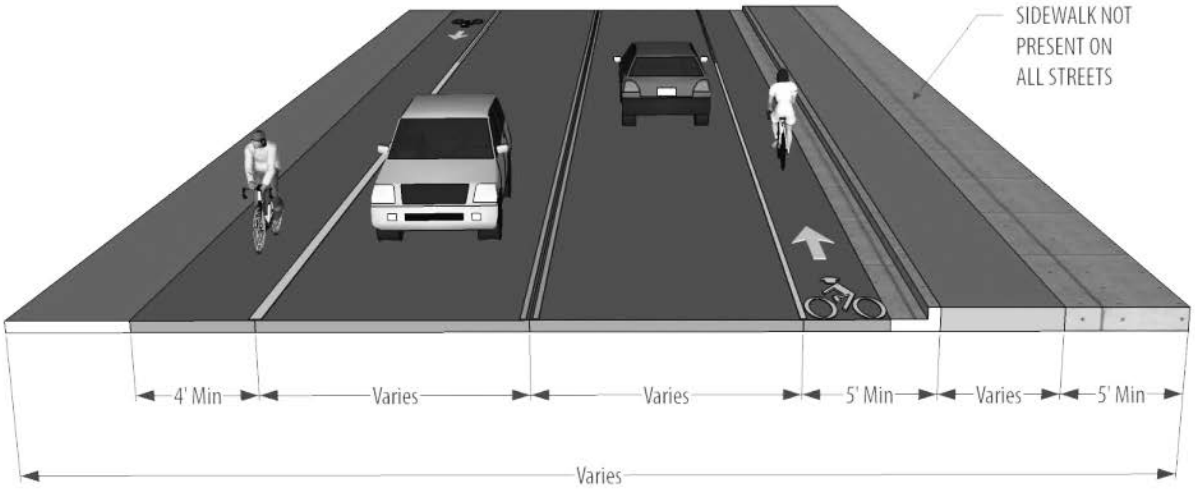
S6/C4 Shared Lane (Palatine)

This condition occurs where the bicyclist shares the roadway with automobiles. In some cases, there is existing sidewalk (5' min.) for pedestrians that parallels the shared roadway. The width of Shared Lane varies depending on the local condition. Pavement markings alert cars to the shared use of the roadway.



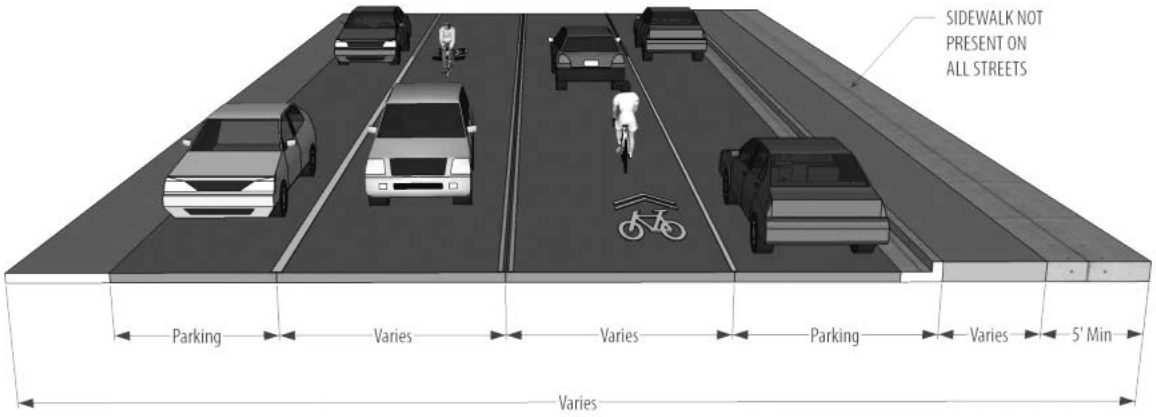
S7/C5 Bike Lane (Palatine)

This condition occurs where the bicyclist rides along side traffic in a lane that consists of a white stripe to physically separate cars and bicycles. A painted bike symbol with arrows and signs signify the purpose of the lane. Although the width of the automobile traffic lane varies, the minimum width of the bike lane is 4'. A buffered section borders the bike lane which varies with local conditions.



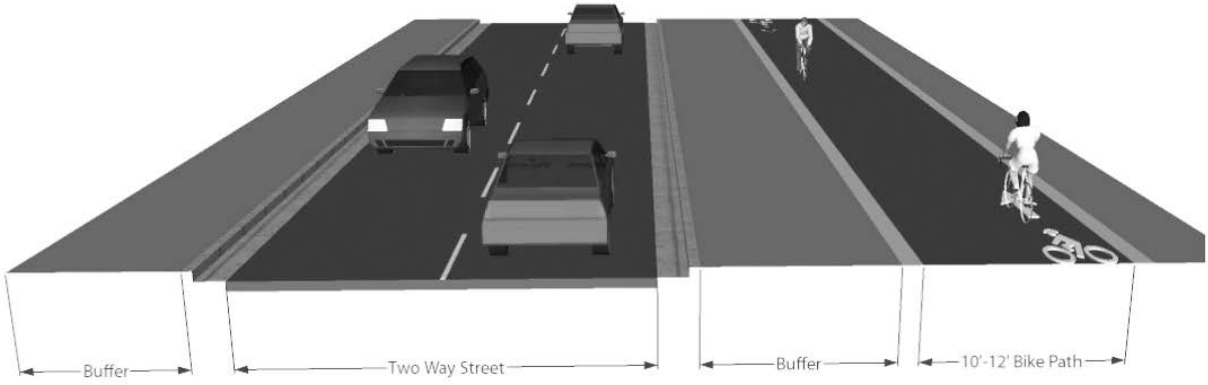
S8/C6 Shared Lane-with Parking (Palatine)

This condition occurs where the bicyclist shares the roadway with automobiles and parked cars. In some cases, there is existing sidewalk (5' min.) for pedestrians that parallels the shared roadway. The width of shared lane varies depending on the local condition. Pavement markings alert cars to the shared use of the roadway.



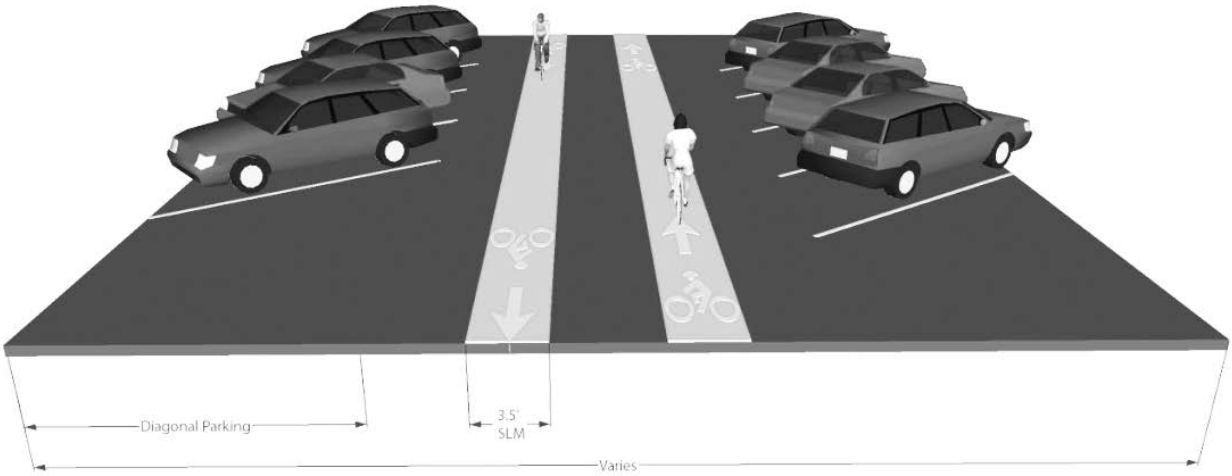
S9/C7 Side Path-Local (Palatine, Rolling Meadows)

This condition occurs where automobile and bicycle traffic are separated by a buffered zone. The width of the buffer area changes according to local conditions, however, the bike path is 12' wide, striped on its outside edges and has pavement markings.



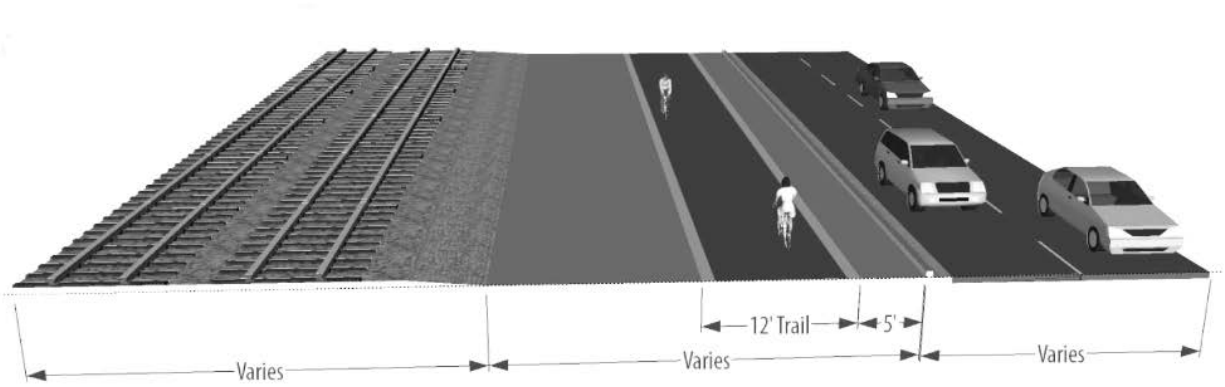
S10/C8 Shared Lane-in Parking Lot (Arlington Heights)

This condition occurs where the bicycle path is constructed through an existing parking lot. Unlike the previous parking scenario in cross section one, bicycles ride in the center lane between diagonally parked cars. There is no buffered area outside the bike lane. Two single marked pavement lanes 3.5' wide, accommodate bicyclists traveling in opposite directions.



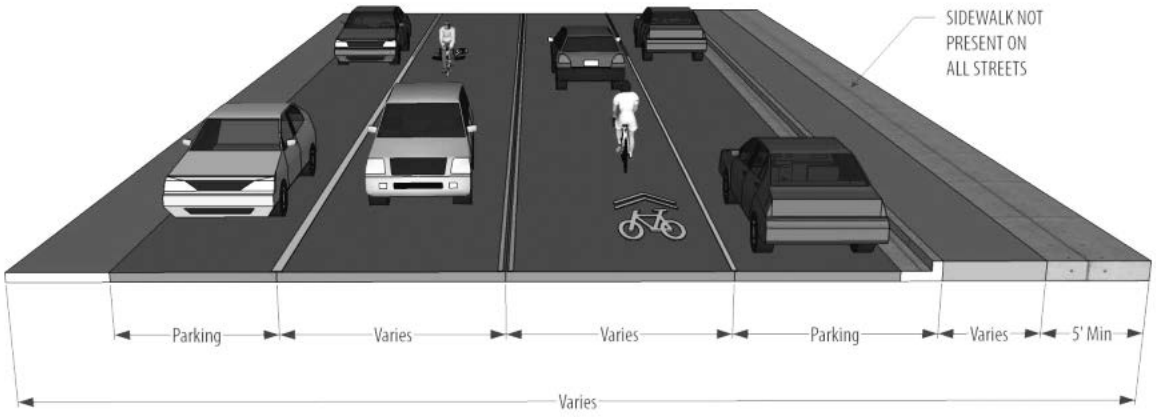
S11/C2 Rail-With-Trail (Arlington Heights)

This condition occurs where the bike trail is located between automobile travel lanes and railroad tracks. The bike path is 12' wide, striped on the outside edges and is buffered on either side. The buffer is 5' wide where the trail is next to a lane of traffic. The buffer width is variable between the bike trail and rail line depending on the width of the ROW. The bike trail will be located on railroad ROW and requires cooperation of the adjoining railroad.



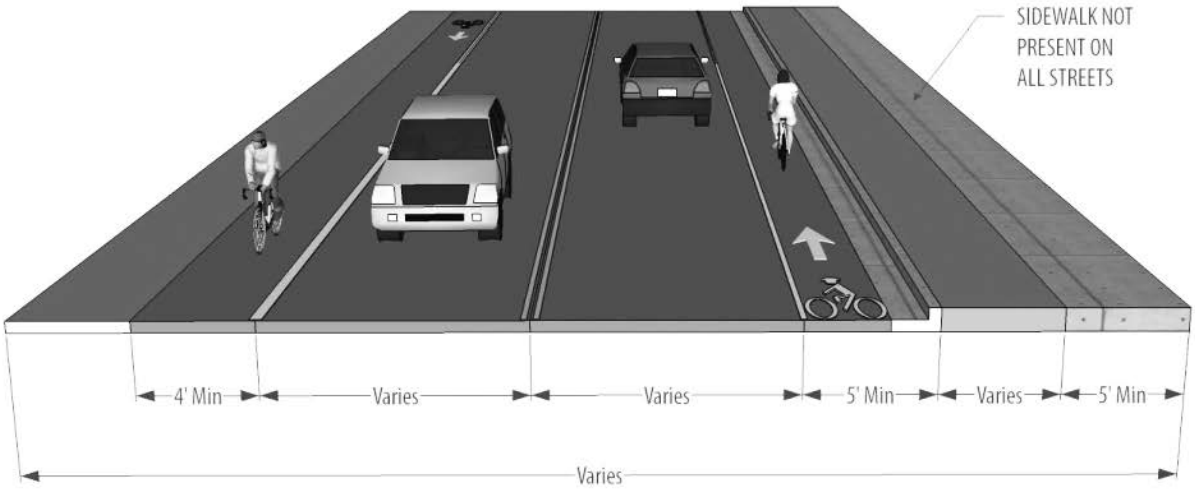
S12/C6 Shared Lane-with Parking (Arlington Heights)

This condition occurs where the bicyclist shares the roadway with automobiles and parked cars. In some cases, there is existing sidewalk (5' min.) for pedestrians that parallels the shared roadway. The width of shared lane varies depending on the local condition. Pavement markings alert cars to the shared use of the roadway.



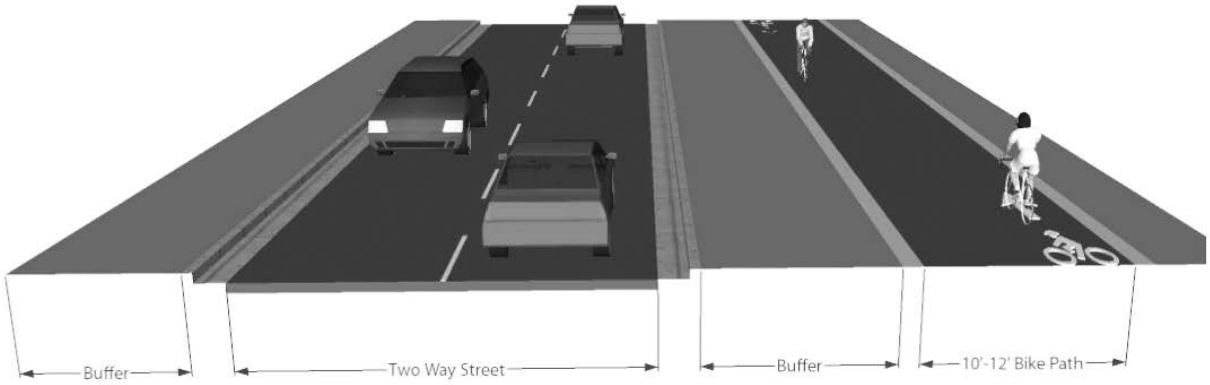
S13/C5 Bike Lane (Arlington Heights)

This condition occurs where the bicyclist rides along side traffic in a lane that consists of a white stripe to physically separate cars and bicycles. A painted bike symbol with arrows and signs signify the purpose of the lane. Although the width of the automobile traffic lane varies, the minimum width of the bike lane is 4'. A buffered section borders the bike lane which varies with local conditions.



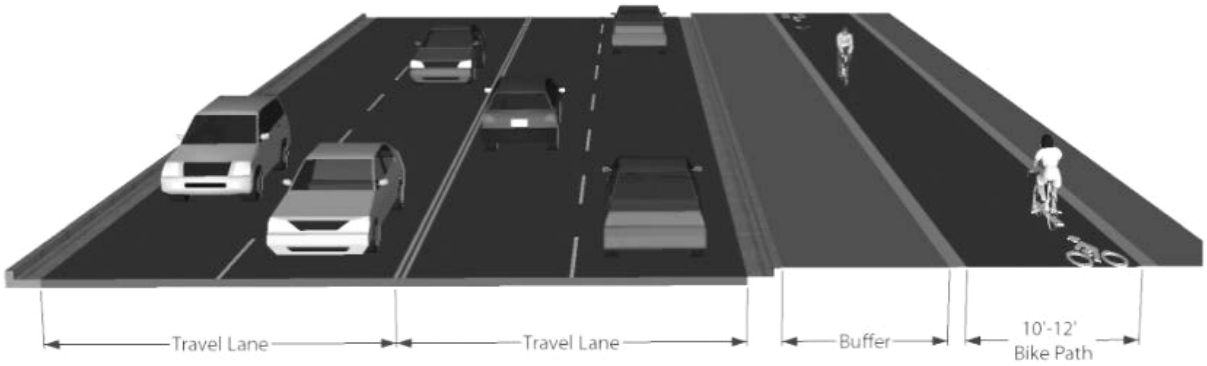
S14/C7 Side Path–Local (Arlington Heights, Mount Prospect)

This condition occurs where automobile and bicycle traffic are separated by a buffered zone. The width of the buffer area changes according to local conditions, however, the bike path is 12' wide, striped on its outside edges and has pavement markings.



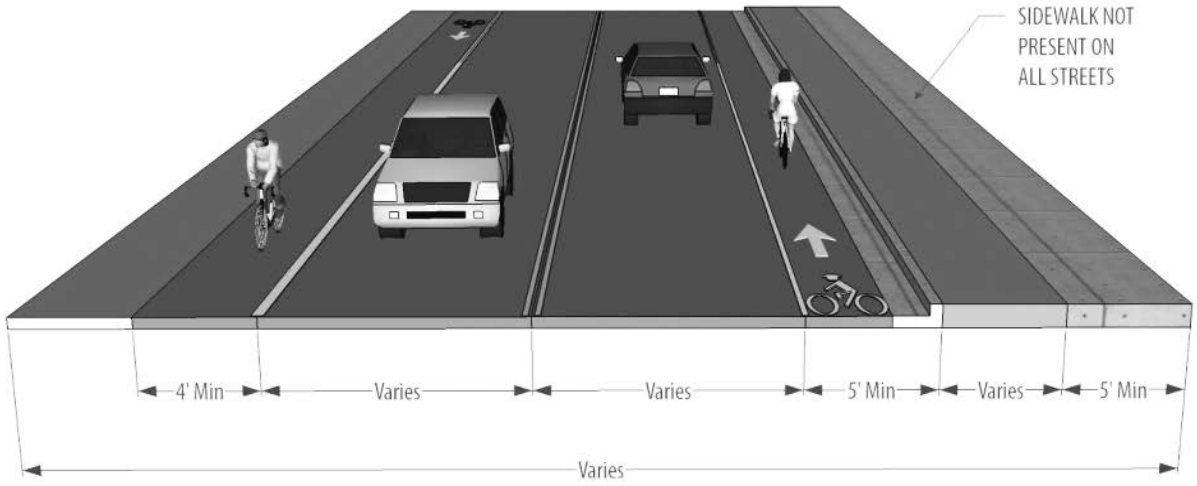
S15/C12 Side Path-Arterial No Median (Mount Prospect, Des Plaines)

This condition occurs where there is a divided highway with no center median or parking. The bike path is separated from the roadway by a buffered area that would vary in width according to local conditions. The bike path is 12' wide, striped on its outside edges and has pavement markings. There is another buffered area next to the path to separate the bicyclist from adjacent land uses.



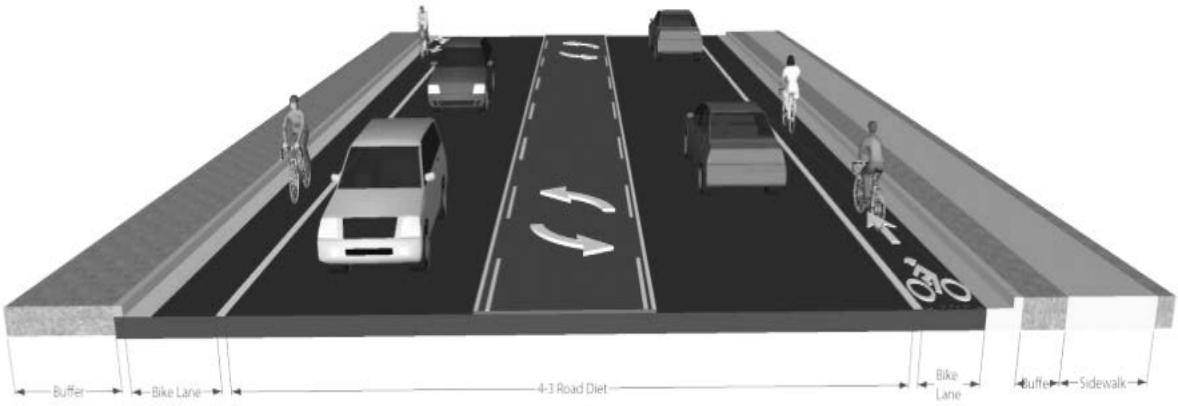
S16/C5 Bike Lane (Des Plaines)

This condition occurs where the bicyclist rides along side traffic in a lane that consists of a white stripe to physically separate cars and bicycles. A painted bike symbol with arrows and signs signify the purpose of the lane. Although the width of the automobile traffic lane varies, the minimum width of the bike lane is 4'. A buffered section borders the bike lane which varies with local conditions. This section of roadway has four lanes. The implementation of this section of bike lane should be thought of as a long-term project because of ROW concerns.



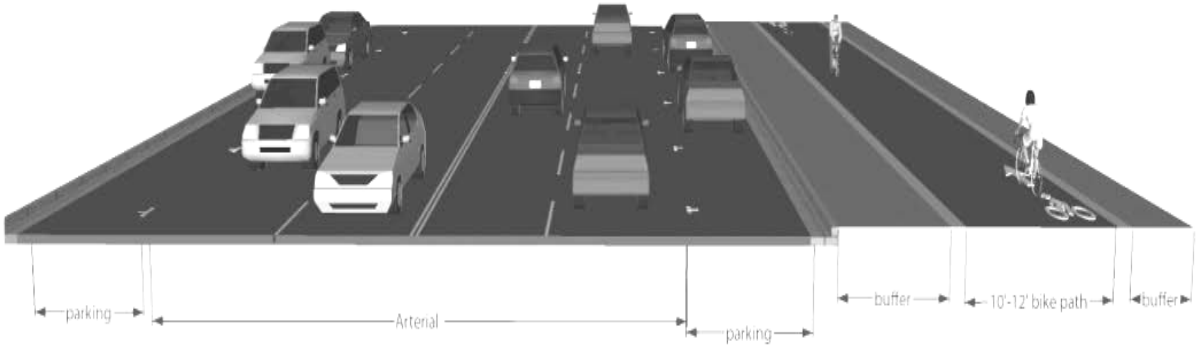
S17/C13 Bike Lane-Road Diet (Des Plaines, Park Ridge)

This condition occurs where a lane reduction is recommended, removing one travel lane to accommodate bike lane development. The result would be two lanes of opposite directional traffic with a turn lane in the center. Bike lanes would be on either side of the traffic lanes separated by a white line. A buffer area exists between the bike lane and adjacent sidewalk (in some cases) to separate these uses.



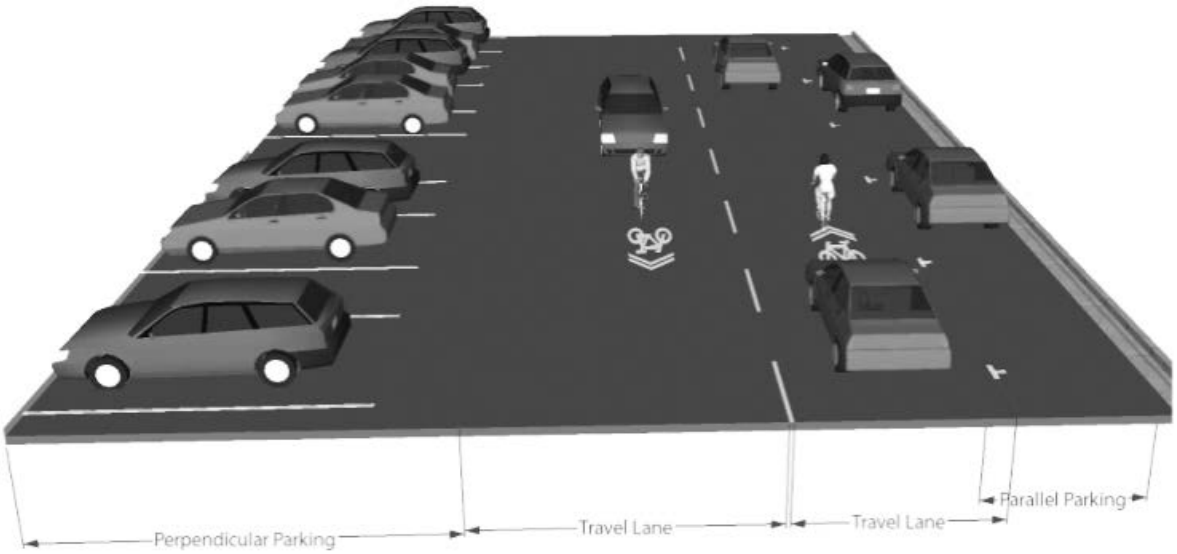
S18/C14 Side Path-Arterial with Parking (Park Ridge)

This condition occurs where there is a divided highway with parallel parking on either side. A 12' wide bike path, striped on its outside edges with pavement markings, would be constructed to one side of the roadway between two buffered areas. The width of the buffer area would vary depending on local conditions.

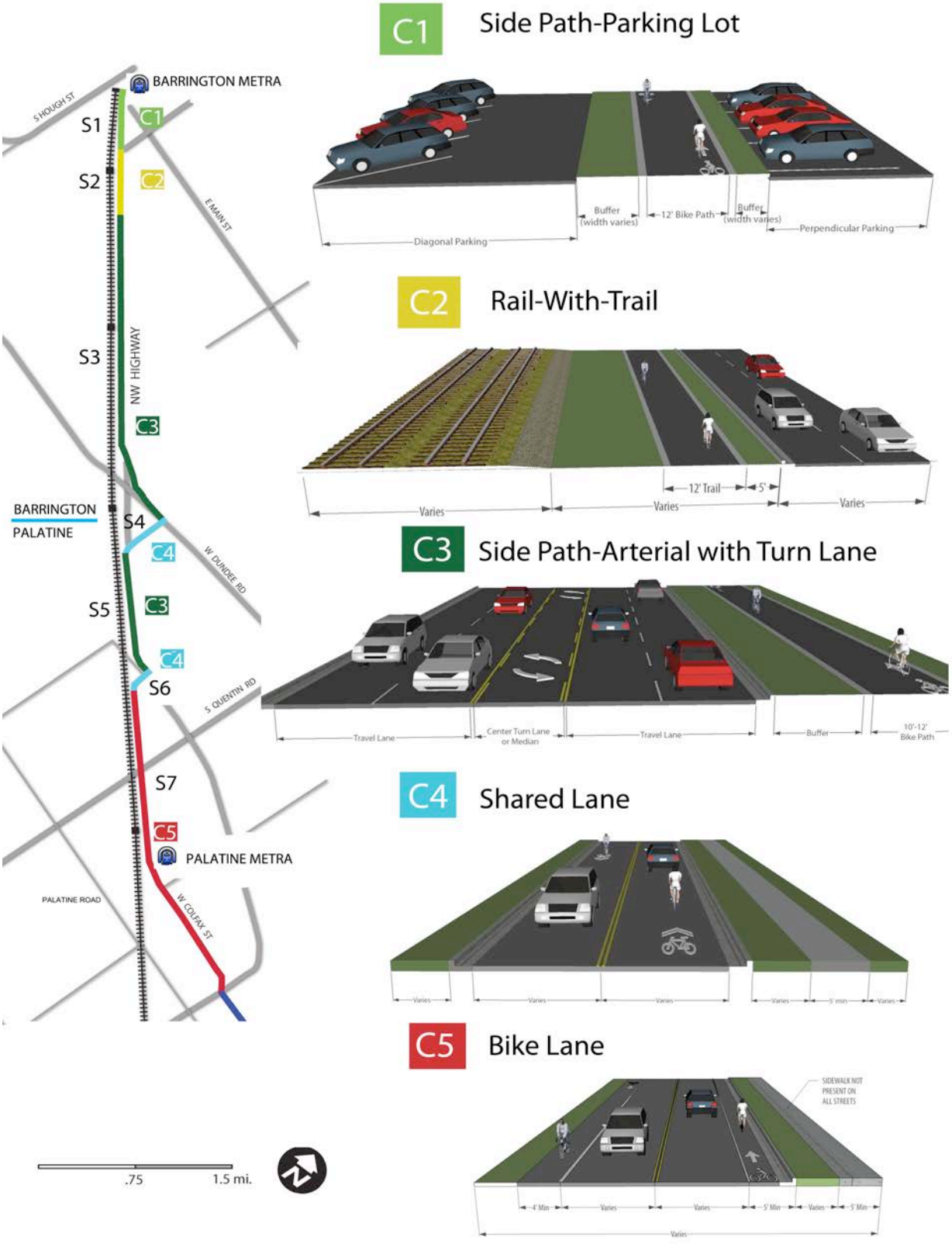


S19/C15 Shared Lane-with Parking (Park Ridge/Chicago)

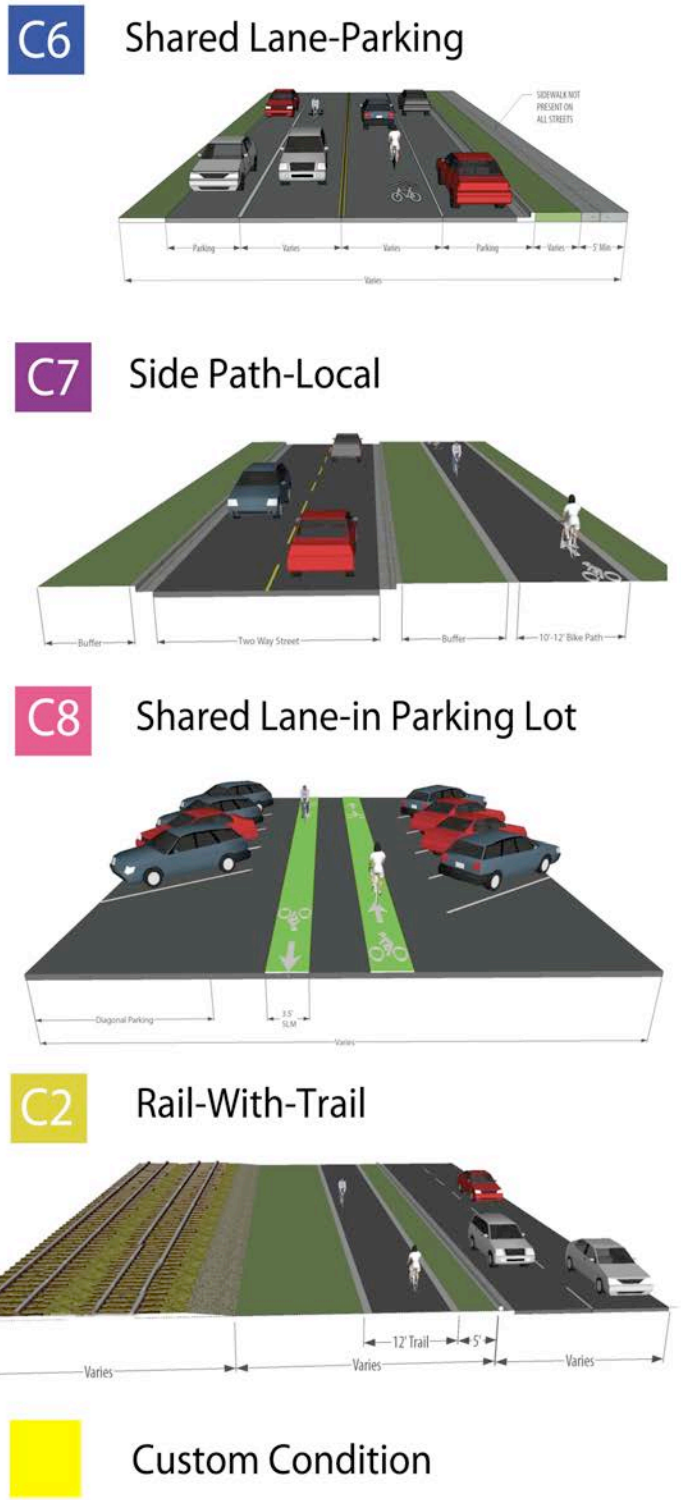
This condition occurs where there is one lane of divided traffic with both parallel and perpendicular parking on either side. Bicyclists would share the traffic lane which would have pavement markings to indicate shared use. Sidewalk adjacent to the roadway exists in some locations which is buffered on either side. The width of the buffer area varies dependent on local conditions.


Perpendicular Parking
Travel Lane
Travel Lane
Parallel Parking

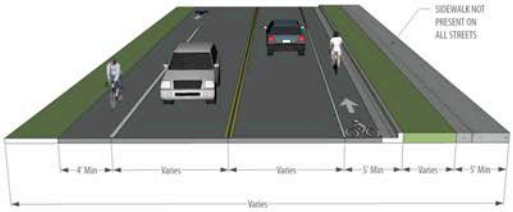
Northwest Highway Corridor View



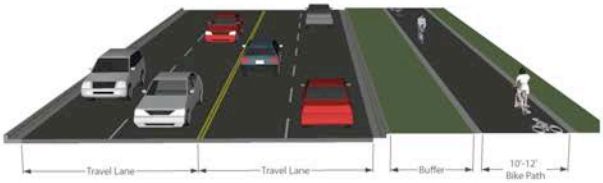

C6
S8
S9
S ROHLWING RD
C7
PALATINE
53
53
ROLLING MEADOWS
ARLINGTON HEIGHTS
ARLINGTON
PARK METRA
C8
S10
E EUCLID AVE
S WILKE RD
C2
S11
S12
C6
N ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS
METRA
S13
C5
(next page)
E CENTRAL RD
S14
C7
ARLINGTON HEIGHTS
MOUNT PROSPECT
Custom Over Pass
.75
1.5 mi.


C6
Shared Lane-Parking
C7
Side Path-Local
C8
Shared Lane-in Parking Lot
C2
Rail-With-Trail
12' Trail
5'
Varies
Varies
Varies
Custom Condition

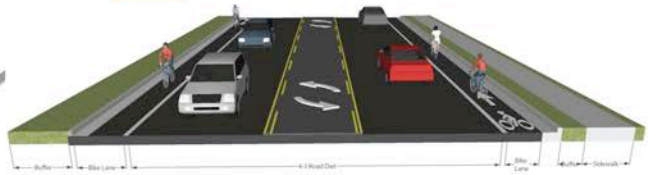
C5 Bike Lane



C12 Side Path-Arterial (no Median)

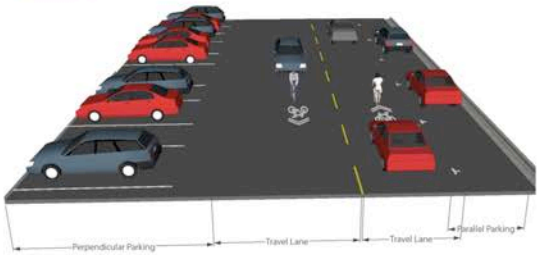


C13 Bike Lane-Road Diet



C14 Side Path-Arterial with Parking

C15 Shared Lane-with Parking



V Cost Estimate

Development of Opinion of Probable Cost

The Opinion of Probable Cost includes preliminary estimates of construction costs based upon the recommended bikeway alignment for the Northwest Highway Corridor. Important assumptions used to arrive at these estimates include:

- All costs are in 2012 dollars (partially based on recent city bids)
- Costs do not include property acquisition, utilities, and custom overpasses/underpasses
- Standard construction methods and materials are used

In developing these cost estimates, we have relied upon our experience with similar bikeway projects to select the construction materials with the best life-cycle cost and performance characteristics. Since these preliminary estimates are based on a planning-level understanding of trail components, rather than on a detailed design, they should be considered as "Order of Magnitude[1]". This broad range of potential costs is appropriate given the level of uncertainty in the design at this point in the process. Many factors can affect final construction costs, including:

- Final construction phasing
- Selected alignment
- Revisions to the design as required by local, state and federal permitting agencies
- Additional requirements imposed by property owners as a condition of granting property rights (e.g., fencing, vegetated buffers, etc.)
- Fluctuations in commodity prices during the design and permitting processes
- Selected construction materials
- Type and quantity of amenities (e.g., benches, lighting, bike racks, etc.)
- Extent of landscaping desired
- Availability of donated materials and volunteer labor
- Property Acquisition

As the project progresses through preliminary, semi-final and final design phases, these uncertainties begin to diminish. With each round of refinement, a range of expected construction costs will become more accurately known.

Summary of Costs by Cross Section Type

Due to the preliminary phase of the project, this section provides a breakdown of the average cost per linear foot for each preferred trail classification or treatment (i.e., Rail with Trail, Side Path, Shared Bike Lane, etc.) The average cost per linear foot is derived from costs associated with signage/ striping and hardscape improvements, which are listed on the Master Unit Cost sheet. The average cost per linear foot is to be applied to the approximate distance for each proposed segment in order to develop an Opinion of Probable Cost. A more detailed spreadsheet of information is provided with this plan for more detailed review.

[1] Cost estimates should be considered as "Order of Magnitude". American Society for Testing and Materials (ASTM) Standard E2620 defines Order of Magnitude as being accurate to within plus 50% or minus 30%.

S1/C1 Side Path-Parking Lot		
Signing and Striping Items-Cost per Linear Foot		$ 1.59
Hardscape Items-Cost per Linear Foot		$ 128.48
	Total	**$ 130.07**
S2, S11/C2 Rail-With-Trail		
Signing and Striping Items-Cost per Linear Foot		$ 1.59
Hardscape Items-Cost per Linear Foot		$ 121.68
	Total	**$ 123.28**
S3, S5/C3 Side Path-Arterial with Turn Lane		
Signing and Striping Items-Cost per Linear Foot		$ 1.59
Hardscape Items-Cost per Linear Foot		$ 121.68
	Total	**$ 123.28**
S4, S6/C4 Shared Lane		
Signing and Striping Items-Cost per Linear Foot		$ 1.07
Hardscape Items-Cost per Linear Foot		$ ----
	Total	**$ 1.07**
S7, S13, S16/C5 Bike Lane		
Signing and Striping Items-Cost per Linear Foot		$ 6.01
Hardscape Items-Cost per Linear Foot		$ ----
	Total	**$ 6.01**
S8, S12/C6 Shared Lane-Parking		
Signing and Striping Items-Cost per Linear Foot		$ 1.07
Hardscape Items-Cost per Linear Foot		$ ----
	Total	**$ 1.07**
S9, S14/C7 Side Path-Local		
Signing and Striping Items-Cost per Linear Foot		$ 1.59
Hardscape Items-Cost per Linear Foot		$ 121.68
	Total	**$ 123.28**
S10/C8 Shared Lane-in Parking Lot		
Signing and Striping Items-Cost per Linear Foot		$ 1.07
Hardscape Items-Cost per Linear Foot		$ ----
	Total	**$ 1.07**
S15/C12 Side Path-Arterial (No Median)		
Signing and Striping Items-Cost per Linear Foot		$ 1.59
Hardscape Items-Cost per Linear Foot		$ 121.68
	Total	**$ 123.28**
S17/C13 Bike Lane-Road Diet		
Signing and Striping Items-Cost per Linear Foot		$ 6.73
Hardscape Items-Cost per Linear Foot		$ ----
	Total	**$ 6.73**
S18/C14 Side Path-Arterial with Parking		
Signing and Striping Items-Cost per Linear Foot		$ 1.59
Hardscape Items-Cost per Linear Foot		$ 121.68
	Total	**$ 123.28**
S19/C15 Shared Lane-with Parking		
Signing and Striping Items-Cost per Linear Foot		$ 1.07
Hardscape Items-Cost per Linear Foot		$ ----
	Total	**$ 1.07**

The Table 1.0 on the next page, summarizes the total cost for each segment based upon the price per linear foot for striping and hardscape detailed above. Segments are numbered in order, starting in Barrington and ending in Chicago. Cross section types are numbered and are repeated in some segments when conditions are similar. The approximate length in linear feet is provided for each segment as well as cost per linear foot.

Table 1.0 Summary of Total Cost per Segment

Seg No.	Cross Section No.	Community	Length in LF	Cross Section Type	Cost/LFT	Total Cost
S1	C1	Barrington	1,095	Side Path-Parking Lot	$130.07	$142,426.65
S2	C2	Barrington	2,420	Rail-With-Trail	$123.28	$298,337.60
S3	C3	Barrington	11,100	Side Path - Arterial with Turn Lane	$123.28	$1,368,408.00
S4	C4	Palatine	1,550	Shared Lane	$1.07	$1,658.50
S5	C3	Palatine	4,700	Side Path-Arterial with Turn Lane	$123.28	$579,416.00
S6	C4	Palatine	550	Shared Lane	$1.07	$588.50
S7	C5	Palatine	11,120	Bike Lane	$6.01	$66,831.20
S8	C6	Palatine	2,750	Shared Lane-Parking	$1.07	$2,942.50
S9	C7	Palatine/Rolling Meadows	5,625	Side Path-Local	$123.28	$693,450.00
S10	C8	Arlington Heights	4,850	Shared Lane-in Parking Lot	$1.07	$5,189.50
S11	C2	Arlington Heights	7,015	Rail-With-Trail	$123.28	$864,809.20
S12	C6	Arlington Heights	1,400	Shared Lane-Parking	$1.07	$1,498.00
S13	C5	Arlington Heights	4,362	Bike Lane	$6.01	$26,215.62
S14	C7	Arlington Heights/Mount Prospect	4,715	Side Path–Local	$123.28	$581,265.20
S15	C12	Mount Prospect/Des Plaines	19,345	Side Path-Arterial (no Median)	$123.28	$2,384,851.60
S16	C5	Des Plaines	3,210	Bike Lane	6.01	$19,292.1
S17	C13	Des Plaines/Park Ridge	13,900	Bike Lane-Road Diet	$6.73	$93,547.00
S18	C14	Park Ridge	2,750	Side Path-Arterial with Parking	$123.28	$339,020.00
S19	C15	Park Ridge/Chicago	3,360	Shared Lane-with Parking	$1.07	$3,595.20
					Total	**$7,473,342.37**

VI Implementation Plan

This section incorporates data from sixty-seven identified alignments or intersections (segments) along the Northwest Highway corridor, spread out across seven municipalities. There are several ways to implement large sections of the corridor. The first way is to begin with the segments with the lowest cost throughout the corridor. The second approach is to identify which communities have the largest number of segments with the least amount of barriers or issues to construction. The third approach is to identify segments that cross through two communities that could be worked on together to complete the entire segment leveraging the abilities of both communities. This section discusses all three of these approaches.

Using the data provided in the cross-sections in Chapter V, there are six segments which are estimated to cost less than $10,000 to implement. These sections range between 550' and 4,850' in length and use shared lane construction methods. The communities with these segments are Palatine, Arlington Heights, and Park Ridge. Next, there are four segments that cost between $10,000 and $100,000 to implement and range from 3,210' to 13,900' in length. These segments make use of bike lane, bike lane with road diet and are in the communities of Arlington Heights, Palatine, Des Plaines and Park Ridge.

Between $100,000 and $500,000 there are three segments that range from 1,095' to 2,750' in the communities of Park Ridge and Barrington. These segments require side path or rail with trail construction methods. There are four segments with a cost between $500,000 and 1 million dollars. These segments range in length between 4,700' and 7,015' in the communities of Arlington Heights, Mount Prospect, Palatine and Rolling Meadows. These segments, use side path and rail with trail construction methods.

The most expensive segments to implement are over 1 million dollars. Two segments fall into this category and range in length from 11,110' to 19,345'. These segments develop the corridor along major arterials and are in the communities of Barrington, Mount Prospect and Des Plaines. Since the cost of construction is not correlated to the length of the segment, the areas to implement first would be those with the lowest cost. The table below summarizes and ranks the segments from lowest to highest cost:

Total Cost	Distance in LF	Cost/LF	Community	Cross Section Type	Segment No.
$588.50	550	$1.07	Palatine	Shared Lane Parking	S6
$1,498.00	1,400	$1.07	Arlington Heights	Shared Lane-Parking	S12
$1,658.50	1,550	$1.07	Palatine	Shared Lane	S4
$2,942.50	2,750	$1.07	Palatine	Shared Lane- Parking	S8
$3,595.20	3,360	$1.07	Park Ridge	Shared Lane with Parking	S19
$5,189.50	4,850	$1.07	Arlington Heights	Shared Lane in Parking Lot	S10

$19,292.10	3,210	$6.01	Des Plaines	Bike Lane	S16
$26,215.62	4,362	$6.01	Arlington Heights	Bike Lane	S13
$66,831.20	11,120	$6.01	Palatine	Bike Lane	S7
$93,547.00	13,900	$6.73	Des Plaines/Park Ridge	Bike Lane - Road Diet	S17
$142,426.65	1,095	$130.07	Barrington	Side Path Parking Lot	S1
$298,337.60	2,420	$123.28	Barrington	Rail with Trail	S2
$339,020.00	2,750	$123.28	Park Ridge	Side Path- Arterial with Parking	S18
$579,416.00	4,700	$123.28	Palatine	Side Path-Arterial with Turn Lane	S5
$581,265.20	4,715	$123.28	Arlington Heights/Mount Prospect	Side Path - Local	S14
$693,450.00	5,625	$123.28	Palatine/Rolling Meadows	Side Path-Local	S9
$864,809.20	7,015	$123.28	Arlington Heights	Rail with Trail	S11
$1,368,408.00	11,100	$123.28	Barrington	Arterial with Turn Lane	S3
$2,384,851.60	19,345	$123.28	Mount Prospect/Des Plaines	Side Path- Arterial (no Median)	S15
$7,475,653.57	**Total**				

The next approach begins by identifying which municipalities have the largest percentage of the corridor segments in their community based upon the matrix presented in Chapter 2. Although this measure does not rank the importance of any one segment over another, the data provides an indication of which municipalities will have the largest number of segments to implement. Implementing these segments as a group will result in large portions of the corridor being completed with other smaller segments to follow.

The number of segments per municipality ranges from 2 to 14. With such a large range, removing the high and low number of segments, results in an average of about 10 segments per community. The municipalities around this average are: **Mount Prospect** and **Park Ridge** with 10 segments of the corridor to implement. **Des Plaines** has 11 segments, **Arlington Heights** has 12 and **Palatine** with the greatest number of segments has 14. The lowest number of segments is 2 in the community of **Rolling Meadows**. The community of **Barrington** has 8 segments. Therefore, the community of **Palatine** has the largest portion of the corridor to construct.

The next important measure to consider is the extent of barriers or issues related to the implementation of corridor segments in each community. These concerns need to be addressed before implementation can take place. Starting with **Palatine**, there are no barriers or issues to implementation. **Arlington Heights**, which has the next largest number of segments to implement, has barriers or concerns with 30% of their segments. In **Des Plaines**, the community with the third largest number of segments to implement, has concerns with 82% of its segments. In the middle of the range, **Mount Prospect** and **Park Ridge** have concerns with 50% of their segments. Finally, **Barrington** and **Rolling Meadows** have barriers or concerns with 100% of the segments in their respective communities.

Based on the data to this point, the priority community for segment implementation is **Palatine,** which not only has the largest number of segments, but also has no barriers or issues to implementation. **Arlington Heights,** which has the next highest number of segments to implement (12), has only 30% of the corridor having issues. **Mount Prospect** and **Park Ridge** would rank together, having issues with 50% of their segments.

Des Plaines, although having the third largest number of segments to implement, has the second greatest percentage (82%) of barriers and issues to overcome. The lowest ranking communities for short-term implementation would be **Barrington** and **Rolling Meadows,** which have barriers and issues with 100% of their segments. Although this quantitative approach does not weigh the difficultly of overcoming or dealing with each barrier, making significant conclusions would be difficult without knowing the internal process or priority of each municipality to deal with a range of issues.

Taking into consideration the controlling jurisdiction for each segment is an important measure of municipality control and decision making authority. These two factors influence the ability of a municipality to quickly or easily work to implement a given segment of the corridor. The matrix referenced in Chapter IV shows the controlling jurisdiction for each segment by community. Quantifying this measure with the priority communities determined thus far will refine this implementation scheme to the next level.

Comparing **Palatine** with **Arlington Heights**, almost 60% of the segments are in **Palatine's** jurisdiction compared to 50% in **Arlington Heights**. **Mount Prospect** has 50% of the segments in its jurisdiction compared to 30% in **Park Ridge**. **Des Plaines**, **Barrington** and **Rolling Meadows** have none of the corridor segments in their jurisdiction.

In conclusion, the priority for implementation would be in the community of **Palatine,** which has the greatest number of corridor segments, no barriers or issues to construction and has a high percentage of jurisdictional control (60%) over the corridor. **Arlington Heights** would be the next focus for corridor development with the second largest number of segments, some barriers and issues and slightly less jurisdictional control than **Palatine**.

Mount Prospect would be the next focus area with 10 segments, 50% barriers and 50% of the corridor in their jurisdiction. **Park Ridge** is very similar in the number of segments and barriers, but has less jurisdictional control than **Mount Prospect**. As a group, **Des Plaines**, **Barrington** and **Rolling Meadows** have many barriers to overcome and have no jurisdictional control, however, **Des Plaines** has a larger number of corridor segments in its community with slightly fewer barrier issues.

The last approach identifies communities that have segments going through two communities. There are four segments that meet this criteria that cost greater than $10,000 to implement. There is a 11,120' segment that runs between Palatine and Rolling Meadows. Another 17,110' segment goes through the communities of Des Plaines and Park Ridge that requires lane removal to construct this section of the corridor. A 4,714' segment,

at a cost of over $500,000, runs through the communities of Arlington Heights and Mount Prospect. Finally, there is a 19,345' section of the corridor, at a cost of over 2 million dollars, that crosses through Mount Prospect and Des Plaines.

VII Funding Opportunities

The Northwest Highway bikeway corridor improvement plan is comprised of a myriad of projects, ranging from striping and signing existing roadways to constructing tunnels under railroads. All of these projects will take financial investments by the individual communities or the region. This section will assist in understanding the various funding sources that could help realize the goal of building the Northwest Highway Bikeway, and be in an excellent position to capture funding as opportunities arise.

Primary Sources for Bikeway Project Funding

Generally, bikeway project funding comes primarily from either the State of Illinois or federal government sources. In both cases, state agencies are charged with administering those funds. The rules for administering these programs vary largely because of the source of those funds. The largest programs (in terms of funds available) are IDNR's Bike Path Grant Program, and IDOT's ITEP (Illinois Transportation Enhancements) and CMAQ (Congestion Mitigation and Air Quality) Programs.

The following funding programs were considered to be the most likely sources to pursue for the Northwest Highway Bikeway.

- Illinois Transportation Enhancement Program
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Illinois Bike Path Grant Program
- Surface Transportation Program-Urban Program
- Motor Fuel Tax
- Local Capital Improvement Programs
- Sales Tax / Revenue Enhancement Initiatives
- Local Private-Sector Funding

The following pages describe in more detail each of these programs or funding opportunities. Table 2.0 on the next page summarizes these programs. A detailed description of each program with additional information follows.

Table 2.0 Summary of Funding Sources

Program	Administration	Funds Available	Project Size Limit	Who Can Sponsor	URL	Contact
Illinois Transportation Enhancement Program. The goal is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities.	Illinois Department of Transportation-Office of Planning and Programming	$25M	None	Local government or state Agencies	http://www.dot.state.il.us/opp/itep.html	Illinois Department of Transportation Office of Planning and Programming 2300 South Dirksen Parkway, Room 307 Springfield, Illinois 62704 Telephone: 217 785-2910
Congestion Mitigation and Air Quality Improvement Program. The goal of this program is to mitigate vehicular congestion or improve air quality.	Chicago Metropolitan Agency for Planning	$5-7M	None	Local government or state Agencies	http://www.cmap.illinois.gov/cmaq/default.aspx	Chicago Metropolitan Agency for Planning 233 South Wacher Drive, Suite 800 Chicago, Illinois 60606 Telephone: 312 793-3474
Illinois Bike Path Grant Program. The goal is to provide assistance for the acquisition, construction, and rehabilittion of public, non-motorized bicycle paths and related facilities.	Illinois Department of Transportation	$3-5M	$2M for development, none for land acquisition	Local government, park districts, conservation districts, forest preserve districts and state agencies	http://dnr.state.il.us/ocd/newbike2.htm	Recreation Trails Program Illinois Department of Natural Resources Division of Grant Admininstration One Natural Resources Way Springfield, Illinois 62702-1271 Telephone: (217) 782-7481 Email: dnr.grants@illinois.gov
Surface Transportation Program-Urban Program. Allocates federal funds to complete a variety of improvements to federal-aid-elgible roads and streets in urban areas. A portion of STP set-asides can pay for bicycle facilities.	Northwest Council of Mayors	$7-8M	$3.5M	Local government of state agencies	http://www.nwmc-cog.org/Transportation/Northwest-Council-of-Mayors.aspx	NWMC 1616 East Golf Road Des Plaines, Illinois 60016 Phone: 847 296-9200
Motor Fuel Tax. Motor fuel taxes may be used by municipalities for construction and maintenance of bicycle paths, lanes, or bicycle parking facilities within the municipality.	Varies	Varies	Varies	Local governments	N/A	N/A
Local Capital Improvement Programs. Many local governments have made great progress in their bikeway/trail system with a yearly appropriation for bikeway and trail development in their Capital Improvements Program.	Varies	Varies	Varies	Local Governments	N/A	N/A
Sales Tax/Revenue Enhancement Initiatives. Sales taxes and other use taxes have been used throughout the US for trail & greenway projects.	Example: Metro East Park and Recreation District (MEPRD).	$4M	N/A	Local governments	http://www.meprd.org	Metro East Park and Recreation District 104 United Drive Cllinsville, Illinois 62234
Local Private-Sector Funding. Around the country, local industries and private businesses have agreed to provide support for trail and greenway development.	Private business	Varies	Varies	N/A	N/A	N/A

Illinois Transportation Enhancements Program (ITEP)

In 1991, the federal transportation legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, created a new category for non-traditional transportation improvements called Transportation Enhancements (TE). This program was so popular around the nation that it was renewed under the subsequent bill (the Transportation Equity Act for the 21st Century (TEA-21)), and continued with SAFETEA-LU. Even though SAFETEA-LU expired in September 2009, Congress has implemented several extensions, which have provided additional funding for TE. Illinois has announced a call for projects starting in February 2012:

- February: IDOT will start accepting on-line applications
- February - May: Application process open
- June - August: Application reviews
- September - October 2012: Selection committee review & announce approved projects

Administration:

The Illinois Department of Transportation, Office of Planning and Programming

Intent of the Program:

The stated goal is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. The enhancement program allows the scope of transportation projects to expand beyond the traditional accommodations for cars, trucks and transit.

Funds Annually Available:

Approximately $25 million each year is available for a variety of projects; bikeway projects compete with other eligible projects.

Project Size Limit:

No Limit

Funding Split:

The program will provide reimbursement up to 50 percent for right-of-way and easement acquisition costs and up to 80 percent for preliminary engineering, utility relocations, construction engineering and construction costs.

Who Can Sponsor:

Local government or state agencies

Application Due Date:

Per IDOT in December 2011, funds from SAFETEA-LU have been allocated, but the bill has been extended. Therefore, a call for projects was announced in December 2011. The next transportation bill may not be completed until 2012; it is unknown whether this program will be included in the new authorization.

How Projects are Evaluated

On their ability to provide alternate means of transportation.

Implementation Caveats:

The process is significantly more cumbersome than the IDNR programs, primarily because of rules associated with the use of federal transportation funds.

Who Pays the Bills:
Engineering costs are paid by the locals and the state's share of 80% is then reimbursed by IDOT. Because IDOT generally advertises and administers these projects, the state's share of the construction bills are generally paid directly by IDOT and the locals reimburse IDOT for their share

URL:
http://www.dot.state.il.us/opp/itep.html

Contact:
Illinois Department of Transportation
Office of Planning and Programming
2300 South Dirksen Parkway, Room 307
Springfield, Illinois 62704
Telephone: 217 785-2910
Email: itep@dot.il.gov

Notes:
IDNR Bike Path Grant program funds can be used to pay 50% of the local match. IDNR is much more likely to approve funds for matching if the project has already been designed.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)
The federal transportation bills, ISTEA , TEA-21 and SAFETEA-LU (described above) created a significant set-aside of funds for projects that could mitigate (vehicular) congestion or improve air quality. Individual applications are reviewed and ranked according to technical trip reduction criteria.

Administration:
The Chicago Metropolitan Agency for Planning (CMAP) administers the grant application process. Engineering for projects is coordinated through IDOT, like any other federally-funded project.

Intent of the Program:
CMAQ offers funding for a variety of transportation projects, and specifically includes Bike and Pedestrian Facility Projects that reduce travel by automobile. As such many or most recreational facilities do not make good CMAQ project candidates unless they parallel a major highway. Bike Parking Projects are also candidates if they create or increase the availability of parking facilities for bicycles and promote the use of bicycles, thereby eliminating auto trips.

Funds Annually Available:
In the northeastern Illinois area, the annual allocation for bicycle projects has been $5-7 million over the past years.

Project Size Limit:
No set funding limits.

Funding Split:
CMAQ funding provides up to 80% of funding for transportation projects.

Who Can Sponsor:
Local government or state agencies.

Application Due Date:
Submittals are generally due to CMAQ in early February of each year.

How Projects are Evaluated:
On their ability to reduce vehicle emissions or to reduce automobile trips.

Implementation Caveats:
The process is significantly more cumbersome than the IDNR programs, primarily because of rules associated with the use of federal transportation funds.

Who Pays the Bills:
Engineering costs are paid by the locals and the state's share of 80% is then reimbursed by IDOT. Because IDOT generally advertises and administers these projects, the state's share of the construction bills is generally paid directly by IDOT and the locals reimburse IDOT for their share.

URL:
http://www.cmap.illinois.gov/cmaq/default.aspx

Contact:

Chicago Metropolitan Agency for Planning
233 South Wacher Drive, Suite 800
Chicago, Illinois 60606
Telephone: 312 793-3474

Notes:
Congestion Mitigation and Air Quality Improvement Program (CMAQ). CMAP fully programmed Federal Fiscal Year (FFY2012) CMAQ funds during the FFY2012 call for projects. Thus, the next anticipated call for projects is for FFY 2013 beginning December 2012 with anticipated approval in November 2013.

Illinois Bike Path Grant Program
Natural Resources. IDNR's Bike Path Grant Program was established in the early '90s by then Secretary of State Jim Edgar, and was supported by (and continues to be) a portion of the tax imposed on the disposal of used tires. Funding from this source would only be appropriate for trail sections, but could possibly be used for trail segments along the railroad.

Administration:
Illinois Department of Transportation.

Intent of the Program:
Provides funding assistance for the acquisition, construction, and rehabilitation of public, non-motorized bicycle paths and related facilities.

Funds Annually Available:
For many years, the program has provided approximately $3-5 million each year to local agencies for bike path engineering and construction. A similar amount is set aside for IDNR to support path construction and maintenance on IDNR lands, such as the Illinois and Michigan Canal State Trail and the Rock Island State Trail.

Project Size Limit:
The program can provide up to a maximum award of $200,000 for development projects, but no maximum for land acquisition.

Funding Split:
The program can provide up to 50% of approved project costs. These funds can be used as partial local match for federally-funded programs.

Who Can Sponsor:
Local government, park districts, conservation districts, forest preserve districts and state agencies.

Application Due Date:
March 1st each year.

How Projects are Evaluated:
Projects are evaluated on a competitive basis according to established trail objectives and priorities. These include development of connector paths and trail systems, projects identified in plans, facilities in high demand areas, projects having minimal adverse environmental and social effects, projects offering diverse scenic and recreational experiences, and projects with long term maintenance plans.

Funds are awarded on the basis of a review and prioritization of project applications. The director of the IDNR, in consultation with staff and the Illinois Natural Resources Advisory Board, the Illinois Greenways & Trails Council review and approve grants applications.

Implementation Caveats:
Not more than 15% of related architectural and engineering costs are eligible for reimbursement.

Who Pays the Bills:
Engineering and construction costs are paid by the locals and reimbursed by IDNR.

URL:
http://dnr.state.il.us/ocd/newbike2.htm
dnr.state.il.us/ocd/gaoutnew

Contact:
Recreation Trails Program
Illinois Department of Natural Resources
Division of Grant Admininstration
One Natural Resources Way
Springfield, Illinois 62702-1271
Telephone: (217) 782-7481
Email: dnr.grants@illinois.gov

Surface Transportation Program (STP)-Urban Program
The federal transportation bills, ISTEA, TEA-21 and SAFETEA-LU (described above) allowed urban areas to devote portions of their STP set-asides to pay for bicycle facilities. Communities should work with their Council of Mayors when applying for funding.

Administration:
The Northwest Council of Mayors is responsible for programming STP funds in northwest Cook County. NWMC staffs the Northwest Council of Mayors.

Funds Annually Available:
Funding amount varies annually, but is approximately $7 to 8 million.

Project Size Limit:
$3.5 million in federal funds per phase.

Funding Split:
STP funding provides up to 80% of funding for transportation projects. The match for bicycle and pedestrian projects in the Northwest Council is 80% federal, 20% local.

Who Can Sponsor:
Local government or state agencies.

Application Due Date:
Contact the NWMC.

How Projects are Evaluated:
Projects are evaluated on their ability to improve transportation throughout the urban area.

Implementation Caveats:
The process is significantly more cumbersome than the IDNR programs, primarily because of rules associated with the use of federal transportation funds.

The Illinois Department of Transportation is responsible for processing projects in the region's approved STP Program. IDOT's procedures for processing STP projects and other federally funded projects are described in the manual, Federal-Aid Procedures for Local Highway Improvements. IDOT-Bureau of Local Roads and Streets (BLRS) staff from the District 1 office are assigned to the region to coordinate with municipalities sponsoring STP projects. The Central Office of IDOT in Springfield is responsible for the final review and approval of all components of a STP project before it can be published for contract bidding.

Who Pays the Bills:
Engineering costs are paid by the locals and the state's share of 80% is then reimbursed by IDOT. Because IDOT generally advertises and administers these projects, the state's share of the construction bills is generally paid directly by IDOT and the locals reimburse IDOT for their share.

URL:
http://www.nwmc-cog.org/Transportation/Northwest-Council-of-Mayors.aspx

Motor Fuel Tax
Motor fuel taxes may be used by municipalities for 'construction and maintenance of bicycle paths, lanes, or bicycle parking facilities within the municipality.'

(605 ILCS 5/7-202.20) (from Ch. 121, par. 7-202.20) Sec. 7-202.20. Any municipality... In addition, a municipality may use motor fuel tax funds for the construction and maintenance of bicycle paths, lanes, or bicycle parking facilities within the municipality.

(Source: P.A. 88-580, eff. 1-1-95.)

Local Capital Improvement Programs
Many local governments around the country have made great progress in their bikeway/trail system with a yearly appropriation for bikeway and trail development in their Capital Improvements Program.

Hennepin County, MN (Minneapolis area)
Bicycle Capital Improvement Program (Hennepin County, MN (Minneapolis area)

The Hennepin County Capital Improvements Program (CIP) has two funding programs for bikeway improvements:

Bicycle CIP Fund
The Bicycle CIP Fund was established in the early 1990's to assist communities with bicycle improvements based on a 50 / 50 cost participation. The Bicycle Transportation Plan developed in 1995-96 provided additional guidance through the establishment of a regional county bicycle system toward which these funds were to apply. Twelve projects have been funded using this program to date, and about $650,000 has been contributed to these projects by Hennepin County.

Bicycle GAP Fund
The GAP Fund was established in 2002 in conjunction with the Bicycle System GAP Study. The study was undertaken to place special focus on interconnecting various segments of bikeways where a short "gap" exists. Three projects have been funded through this program with Hennepin County contributing about $140,000 to date.

Columbus, Ohio
In Raleigh, North Carolina, greenways continue to be built and maintained, year after year, due to a dedicated source of annual funding (administered through the Parks and Recreation Department). In addition, the City of Raleigh's Real Estate Department has its own line item budget for greenway land acquisition.

City officials announced the proposed capital improvements budget Thursday that includes bikeways, resurfacing, sidewalks and parks and recreation improvements. Mayor Michael Coleman announced the $130 million budget proposal Thursday on Strawberry Farms Blvd., an area that will be improved by a resurfacing project.

“Our greatness lies in our neighborhoods, and we must continue to invest in them,“ Mayor Coleman said. “By investing in our streets, parks and bikeways, we will strengthen our infrastructure, increase our quality of life and create jobs in the process.“

Sales Taxes/Revenue Enhancement Initiatives

Sales taxes and other use taxes have been used throughout the US for trail & greenway projects. One example is the creation of the Metro East Park and Recreation District (MEPRD). The MEPRD and a one-tenth of one percent Sales Tax were approved by Madison and St. Clair County, Illinois voters in a referendum in November 2000.

(70 ILCS 1605/) Metro-East Park and Recreation District Act.

(70 ILCS 1605/30) Sec. 30. Taxes.

The board shall impose a tax upon all persons engaged in the business of selling tangible personal property, other than personal property titled or registered with an agency of this State's government, at retail in the District on the gross receipts from the sales made in the course of business. This tax shall be imposed only at the rate of one-tenth of one per cent. For FY 2009, this tax generated $4.0 million for the district.

URL:
http://www.meprd.org

Notes:
Both the creation of the Metro East Park and Recreation District (MEPRD) and a one-tenth of one percent Sales Tax were approved by Madison and St. Clair County, Illinois voters in November 2000. Of these said funds, fifty percent is retained by the MEPRD organizational body and the other half is distributed back to the respective Counties. In Madison County the funds are received by the Madison County Park and Recreation Grant Commission, whereas in St. Clair County the funds are distributed equally between the St. Clair County Park and Recreation Grant Commission and the St. Clair County Property and Recreation Committee.

Local Private-Sector Funding
Around the country, local industries and private businesses have agreed to provide support for trail and greenway development through one or more of the following methods:

- Donations of cash to a specific trail segment
- Donations of services by large corporations to reduce the cost of trail implementation, including equipment and labor to construct and install elements of a specific trail
- Reductions in the cost of materials purchased from local businesses that support greenway implementation and can supply essential products for facility development
- Naming rights - perhaps each light standard could be 'sold', with the donor's name or business noted on the fixture by banner, plaque or sign.

Administration:
Private businesses.

Notes:
One example of a successful endeavor of this type is the Swift Creek Recycled Greenway in Cary, NC. A total of $40,000 in donated construction materials and labor made this trail an award-winning demonstration project. This method of raising funds requires a great deal of staff coordination.

Appendix: Supporting Table