



Transportation Newsletter

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Dates to Remember

- April 6** **CMAP and RTA launch Community Planning Program**
See article below
- April 7** **Northwest Council of Mayors Technical Committee Meeting**
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
- April 19** **NWMC Bicycle and Pedestrian Committee —10:00 a.m.**
NWMC Offices
- April 28** **NWMC Transportation Committee—9:00 a.m.**
NWMC Offices



Transportation Committee Discusses Public Private Partnership Legislation, EO-WB

The NWMC Transportation Committee met on March 24 and discussed Senate Bill 146/House Bill 1091, which would allow the Illinois Department of Transportation (IDOT) and Illinois Tollway to enter into public private partnerships to construct new facilities. While supportive of the overall goals of the bill, the committee expressed concern about language prohibiting local actions and therefore decided to remain neutral on the bill.

In addition, Staff updated the Committee on IDOT's Elgin O'Hare-West Bypass (EO-WB) project. The Finance Subcommittee of the Governor's Advisory Council has recommended various financing strategies for the construction of the new road and transit facilities. One newly proposed strategy, which has been added to the menu of options, would add a special taxing district in the

project corridor, including a number of NWMC communities. Staff will continue to monitor all possible funding options, which will be discussed in greater detail at the April 7 EO-WB Finance Subcommittee meeting. The Illinois Department of Transportation (IDOT) will hold a public meeting on the project on Tuesday, April 5, 4:00 p.m. to 7:00 p.m. at the Itasca Holiday Inn, 860 Irving Park Road in Itasca. IDOT will present information on the design, financing and construction sequencing of the project.

The Committee also heard an update on Congestion Mitigation and Air Quality (CMAQ) applications received (see article on page 2). Steve Andrews of Pace introduced himself as the new agency representative for North Shore and Northwest Cook County. The next meeting will be held on Thursday, April 28, at 9:00 a.m. at the NWMC offices.

RTA and CMAP to Launch Community Planning Program

On April 6, 2011; the Chicago Metropolitan Agency for Planning (CMAP), in collaboration with the Regional Transportation Authority (RTA), will launch the 2012 Community Planning Program. This is a competitive grant program that provides funds for municipalities in the northeastern Illinois region to participate in the planning of local transportation, transit and transit-related development. The partnership between the two agencies will provide additional funding to an expanded base of eligible applicants and projects as well as facilitate inter-agency coordination. The deadline for receipt of applications is June 9, 2011 before 3:00 pm CST. Application material and further information will be available at <http://rtachicago.com/community-planning/community-planning.html>.



Bicycle and Pedestrian Committee Hears Potential Consultants, Reviews CMAQ Projects

The NWMC Bicycle and Pedestrian Committee met on March 22 at the NWMC offices. The Committee heard presentations from consulting firms who responded to the Request for Qualifications for a regional bike sign network. Staff will be interviewing potential candidates individually over the next week with the goal of recommending a candidate firm to the membership at the May NWMC Board meeting. Staff also updated the committee on bike and pedestrian project applications received under the Congestion Mitigation and Air Quality (CMAQ) 2012-2016 call for projects. Local project sponsors submitted a total

of 29 bicycle and pedestrian projects from North Shore and Northwest Council areas alone. The requested amount of CMAQ funds for these projects totals more than \$44 million. Projects along regional corridors identified in the 2010 NWMC Bike Plan were highlighted and staff has worked with these municipalities to ensure coordination of the applications. CMAQ applications are due today to the Chicago Metropolitan Agency for Planning (CMAP). Please see the article below for more information on the CMAQ applications.



CMAQ Applications Target Bicycle Corridors

NWMC municipalities submitted ten Congestion Mitigation and Air Quality (CMAQ) applications for segments of Tier One corridors. Additionally, three applications are directed at the Tier Two corridors.

Applications from *Hoffman Estates*, *Schaumburg*, *Rolling Meadows* and *Mount Prospect* would add approximately 4 miles to the Golf Road Regional Bicycle Corridor, which is a Tier One Bicycle Corridor in the 2010 NWMC Bicycle Plan. Together with other programmed segments of the corridor, these projects would create a 22.6 mile contiguous bikeway from the Fox River Trail in Elgin to the eastern *Mount Prospect* village limits. Currently, there are 11.7 miles of bikeway completed in this portion of the corridor; however, the longest contiguous segment is a 2.7 mile stretch of path in the Poplar Creek Forest Preserve, and many of the existing segments are disjointed. The additional 4 miles in the CMAQ applications, along with another 5.5 miles of programmed projects (STP, previous CMAQ, other funding sources) will create a seamless bikeway from Elgin to *Mount Prospect*. Additionally, applications from Des Plaines will complete another 1.5 miles of the corridor and work towards the ultimate goal of creating a bikeway from the Fox River to Lake Michigan. If all

Golf Road Corridor projects are funded, nearly 75 percent of the corridor will be complete or programmed.

For the Skokie Valley Trail, the *Village of Wilmette* led a project application for the northern Cook County section of the trail. In addition, *Skokie* and *Lincolnwood* and requesting CMAQ funds for southern segments of the trail. When complete the Skokie Valley Trail will provide a continuous bikeway between Chicago and central Lake County.

Hoffman Estates and *Schaumburg* submitted applications that extend existing segments of the Higgins Road Bicycle Corridor. These applications will take the corridor one step closer to linking the Fox River Trail and the Busse Woods Forest Preserve.

In addition, *Streamwood* submitted an application for a multiuse path along Irving Park Road, complementing a long planned road widening project. This would represent a large segment of the Irving Park Road Corridor.

Finally, the NWMC is collecting information on other CMAQ application related to bicycle corridors outside Cook County, but within the 2010 NWMC Bicycle Plan's corridors. NWMC staff anticipates presenting information on additional corridor-related applications in next month's newsletter.

NWMC Request \$65 million in CMAQ Funding

The NWMC Planning Liaisons are responsible for collecting and reviewing Congestion Mitigation and Air Quality (CMAQ) application for local governments in North and Northwest Cook County. The NWMC received 45 applications requesting \$65 million in CMAQ funding. Applicants requested nearly \$45 million in bicycle and pedestrian projects. The balance of the funding request comes from intersection improvements, signal interconnects and transit projects. The table on page 3 outlines the received applications. NWMC staff is working to collect application information from NWMC members outside Cook County.

The applications are due to the Chicago Metropolitan Agency for Planning (CMAP) today. Program focus groups for transit, bicycle and pedestrian, direct emissions and transportation operations will conduct the initial review of the applications and make recommendations to the CMAQ Project Selection Committee. The Project Selection Committee will likely select a preliminary program in July or August. The CMAP Policy Committee has ultimate approval of the CMAQ program, and CMAP staff anticipates that this will occur at the Policy Committee's October meeting.



CMAQ Applications from North Shore and Northwest Cook County

Municipality	Category	Project Title	CMAQ Funding Request
Arlington Heights	Bicycle and Pedestrian Facilities	Kensington Rd. Side Path	\$ 160,000
Barrington	Transit	Metra Parking Garage	\$ 5,618,000
Barrington	Transit	Parking garage access road	\$ 366,000
Des Plaines	Bicycle and Pedestrian Facilities	Ballard Rd Side Path/Sidewalk	\$ 406,000
Des Plaines	Bicycle and Pedestrian Facilities	Rand Road Side Path	\$ 976,000
Des Plaines	Bicycle and Pedestrian Facilities	Pedestrian Refuge Medians	\$ 144,800
Elk Grove Village	Bicycle and Pedestrian Facilities	Busse Woods Trail Overpass at IL Route 72	\$ 3,495,195
Evanston	Signal Interconnects	Dempter Street Signal Interconnect Improvements	\$ 792,000
Evanston	Transit	CTA Yellow Line Infill Station	\$ 25,824
Glenview	Bicycle and Pedestrian Facilities	Milwaukee Ave. / Castilian Court Pedestrian Signal Improvement	\$ 100,000
Glenview	Bicycle and Pedestrian Facilities	Milwaukee Ave. Multi-use path	\$ 1,120,800
Glenview	Bicycle and Pedestrian Facilities	Techny Trail - Segment 5 (along Harlem Ave.)	\$ 908,000
Glenview	Bicycle and Pedestrian Facilities	Waukegan Rd. Pedestrian/Bike Facility	\$ 80
Glenview	Traffic Flow Improvement	Chestnut Ave. / Waukegan Rd. Intersection Improvement	\$ 1,545,000
Glenview	Traffic Flow Improvement	West Lake Ave. and Shermer Rd. Intersection Improvement	\$ 296,000
Hoffman Estates	Bicycle and Pedestrian Facilities	Harmon Huntington Bicycle Project	\$ 470,400
Hoffman Estates	Bicycle and Pedestrian Facilities	Shoe Factory I-90 Bike and Pedestrian Project	\$ 764,300
LIB (through Schaumburg)	Bicycle Parking and Encouragement	Bike-to-Metra Guides	\$ 76,800
Lincolnwood	Bicycle and Pedestrian Facilities	Union Pacific Bike Path	\$ 688,000
Lincolnwood	Bicycle and Pedestrian Facilities	Skokie Valley Trail - Touhy Ave. Bicycle Path Overpass	\$ 1,432,000
Lincolnwood	Traffic Flow Improvement	Pratt Ave. and Carpenter Ave. (Central Ave.) Intersection Improvement	\$ 616,000
Mount Prospect	Bicycle and Pedestrian Facilities	Melas-Meadows bike bridge	\$ 2,520,000
Mount Prospect	Bicycle and Pedestrian Facilities	Kensington Rd bike path	\$ 2,709,888
Mount Prospect	Bicycle and Pedestrian Facilities	Golf Rd bike path Alt #3	\$ 203,200
Mount Prospect	Traffic Flow Improvement	Rand-Elmhurst-Kensington Intersection Improvement	\$ 147,680
Mount Prospect	Traffic Flow Improvement	Rand-Central-Mount Prospect Intersection Improvement	\$ 244,000
Niles	Bicycle and Pedestrian Facilities	Cleveland Street Crosswalks	\$ 17,400
Niles	Traffic Flow Improvement	Touhy Ave. / Gross Point Rd. Intersection Improvement	\$ 201,600
Prospect Heights	Bicycle and Pedestrian Facilities	Sidewalk network	\$ 14,300,000
Prospect Heights			
Park District	Bicycle and Pedestrian Facilities	Prospect Heights Connectivity Bike Plan - Segment 1	\$ 199,000
Rolling Meadows	Bicycle and Pedestrian Facilities	Quentin Rd bike path	\$ 324,000
Rolling Meadows	Bicycle and Pedestrian Facilities	Salt Creek bike path	\$ 118,000
Rolling Meadows	Bicycle and Pedestrian Facilities	Golf Rd bike path	\$ 632,600
Schaumburg	Bicycle and Pedestrian Facilities	Higgins, Golf and Roselle Rd. Corridor Bikeways	\$ 4,515,200
Schaumburg	Bicycle and Pedestrian Facilities	Martingale Bikeway	\$ 1,811,000
Schaumburg	Traffic Flow Improvement	Algonquin at Meacham	\$ 4,578,000
Skokie	Bicycle and Pedestrian Facilities	Old Orchard Rd. Shared Use Path (10' wide asphalt path)	\$ 461,000
Skokie	Bicycle and Pedestrian Facilities	Skokie Valley Trail	\$ 544,000
Skokie	Traffic Flow Improvement	Gross Point Rd. / Golf Rd. Intersection Improvement	\$ 951,000
Streamwood	Bicycle and Pedestrian Facilities	Irving Park bike path	\$ 960,000
Wheeling	Traffic Flow Improvement	Dundee Rd at Community Blvd Intersection Improvement	\$ 3,024,000
Wilmette	Bicycle and Pedestrian Facilities	Skokie Valley Trail	\$ 4,650,100
Wilmette	Traffic Flow Improvement	Skokie Blvd. and Hibbard Intersection Improvement	\$ 1,864,000
Winnetka	Bicycle Parking and Encouragement	Bicycle Parking Lockers for 3 Metra Stations and Green Bay	\$ 68,000
Winnetka	Demonstration	Electric Vehicle Charging Stations	\$ 37,800
Total CMAQ Funding Request \$			65,082,667



The Transformation of Sheridan Road in Wilmette

By Brigitte Mayerhofer
Director of Engineering
Village of Wilmette

Sheridan Road through the North Shore suburbs is characterized by its large residential estates, beautiful tree lined parkways and magnificent views of Lake Michigan; however, prior to its \$20 million reconstruction in 2008, Sheridan Road through *Wilmette* was also defined by narrow driving lanes, poor pavement surface, inadequate pedestrian facilities and a higher than desired crash rate.

Early on in the planning process, the Sheridan Road stakeholders, including residents, businesses, advocacy groups, elected officials, consultants and staff, identified the following nine goals that guided the design and construction phases:

- Reduce Accidents and Improve Safety
- Improve Roadway Quality
- Replace Utilities
- Separate the Drainage System
- Improve Pedestrian Friendliness
- Add Bicycle Facilities
- Build Streetscape Enhancements
- Save Trees and Preserve the Beauty of Sheridan Road

Choosing a Pavement Section

With these goals in mind, the first challenge during the phase I study was to determine a pavement section. The existing roadway consisted of four 10-foot through lanes without channelization. Several segments along the roadway had crash rates that exceeded the state average, primarily attributed to the lack of protected left turn lanes. The 2005 ADT was 17,200 vehicles per day and the 2025 design year ADT is projected as 21,500 vehicles per day.

Various pavement sections were presented at the initial public meetings. It became very clear that any of the options to widen the road and remove

more than 400 mature parkway trees was not supported by the public. The focus turned to options that would maintain or reduce the existing pavement footprint of 43-feet from back of curb to back of curb.

Sheridan Road was ultimately reconstructed to provide two 11-foot through lanes, a 10-foot bi-directional center turn lane, and 3.5-foot striped bike lanes. The new pavement section is 1-foot narrower than the original section and has effectively accomplished the goals of reducing accidents, improving safety, adding bike facilities and saving the parkway trees. While a minority group of residents expressed concern that the reduction of through lanes would have a negative impact on traffic flow, this has not proven to be true. In addition, after one full year post-construction, the accident rate has

dropped dramatically.

Utility Improvements

Most of the existing utilities on Sheridan Road were original and more than 100 years old. The area is served by a combined sewer system that had a history of surcharging and sewer backups. A separate storm sewer with new outfalls to the North Shore Channel was built to accommodate surface drainage and the existing combined sewer was replaced to improve its structural integrity and eliminate infiltration. These upgrades have dramatically improved drainage and sewer conditions on both Sheridan Road and for the upstream system.

Similarly, the existing water main was a century old and plagued with breaks and other defects. Replacing the entire wa-

(Continued on page 5)



Old Pavement Section—four narrow lanes, no left turn lane at intersection with Lake Avenue, old “post” mounted traffic signals and poor pavement condition.

New Pavement Section—two 11-foot through lanes, a 10-foot bi-directional center turn lane, and 3.5-foot striped bike lanes.

Sheridan Road Continued

(Continued from page 4)

ter main infrastructure prolongs the integrity of the new pavement by minimizing future utility cuts and pavement damage caused by water main breaks and service connections.



Completed Segment of Sheridan Road—courtesy of Wilmette

Pedestrian and Streetscape Enhancements

Sheridan Road is a popular destination for thousands of local and visiting pedestrians traveling to the lakefront and other places of interest. A beautification grant was sought and received to improve the pedestrian friendliness and streetscape along Sheridan Road. An existing timber retaining wall was removed and replaced with a precast exposed aggregate finish soldier pile retaining wall along the Baha'i House of Worship frontage. The wall was relocated an adequate distance from the roadway to allow a safe pedestrian path. The project also incorporated roadway enhancements including village identifier monuments, brick paver crosswalks, new entrance signs for Gillson Park, ornamental traffic signals and street lighting installation.

Sustainable Construction

The project team was mindful of mini-

mizing the environmental impacts of roadway reconstruction and incorporated "Building Green" practices in the project. All existing asphalt and concrete pavement was crushed on site and reused for the new roadway base. The traffic signals, roadway lights, and the

village identifiers utilized low energy distribution lamps. The narrower pavement width reduced the impervious area and the striped bike lanes promote non-motorized travel.

Community Relations

The Sheridan Road Reconstruction project is a model of how to execute an intense roadway reconstruction project in a mature residential area. During the feasibility and design stages of the project, there were nine public meetings allowing the public had ample opportunity to shape the final design. Prior to construction, the village hosted an area wide pre-construction open house so those impacted by the project could meet with the construction team. In addition, the Village was engaged in several public forums including speaking at area Rotary Club meetings and presenting a cable program on WCTV (the local cable station) to alert the community about the details surrounding the

reconstruction.

During construction, the project team developed construction chronicles to keep the stakeholders and residents informed of the big-picture progress of the project. Electronic news blasts (known as E-News) were sent out on a regular basis during the most intense periods of construction to alert the community about daily and weekly activity, road closures and changes in traffic patterns. These forms of communication were supplemented with daily hand delivered notices to inform constituents about activity that would impact their daily routines. Post construction resident satisfaction surveys indicated that the majority of impacted residents felt very informed during construction and gave this category the highest rating.

In conclusion, the public embraced this improvement as it complements the adjacent neighborhoods with decorative enhancements; reduces congestion, improves safety, ride comfort and accessibility. As a result of the cost saving efforts of all parties involved, the as-built cost of the improvement was approximately \$1 million under the awarded contract value of \$20 million.

Municipal Spotlight

If your municipality is undertaking a transportation plan or project of note, please contact NWMC staff to be featured in an upcoming edition of the NWMC Transportation Newsletter.



News from the North Shore Council of Mayors

The North Shore Council of Mayors Technical Committee met on March 16 to review the federal fiscal year (FFY) 2011-2015 Surface Transportation Program (STP). The Technical Committee approved shifting funds in Chestnut Ave. and Waukegan Rd. intersection improvement project between Phase II Engineering and Right-of-Way Acquisition. The *Village of Glenview* received Phase I Design Approval for this project earlier this year and is proceeding into Phase II Engineering based on revised cost estimates. This request does not represent a cost increase and the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee has already approved these phases for advanced funding. In other North Shore Council news, the *Village of*

Skokie's Old Orchard Rd. and Skokie Blvd. intersection improvement project is targeting an August letting.

The next North Shore Council of Mayors Technical Committee meeting is scheduled for 8:30 a.m. on June 15 at the *Skokie Village Hall*.

News from the Northwest Council of Mayors

Through IDOT's January letting, the Northwest Council has spent approximately \$4.5 million of its funding mark of \$11.4 million of Surface Transportation Program (STP) funds for federal fiscal year 2011. One STP funded project is scheduled for the upcoming April letting, Golf Road lighting from Basswood Drive to I-290 in *Schaumburg*. This project will use \$665,000 in STP funds. Another project on the April letting in *Schaumburg*, bike paths along Higgins Road and Irving Park Road, is funded through the CMAQ program.

The next Northwest Council of Mayors Technical Committee meeting will be April 7th at 8:30 a.m. at *Arlington Heights Village Hall*.



Accessibility Guidelines for Shared Use Paths

On March 28, the Architectural and Transportation Barriers Compliance Board (Access Board) is issued this Advance Notice of Proposed Rulemaking (ANPRM) to develop accessibility guidelines for shared use paths. Shared use paths are designed for both transportation and recreation purposes and are used by pedestrians, bicyclists, skaters, equestrians and other users. The guidelines will include technical provisions for making newly constructed and altered shared use paths covered by the Americans with Disabilities Act of 1990 (ADA) and the Architectural Barriers Act of

1968 (ABA) accessible to persons with disabilities.

Given the similarity between exterior pedestrian routes, including share use paths, sidewalks and trails, the Access Board is attempting to define the term "shared use path" in order to minimize any potential confusion regarding applicable accessibility criteria.

The Access Board is proposing rules for shared use paths related to a path's surface, changes in level, horizontal openings, width, grades and cross slope, protruding objects, gates and barriers,

intersection and curb ramps and other issues. The NWMC Bicycle and Pedestrian Committee will examine the proposed rules at its next meeting in April. The deadline to submit comments is June 27, 2011. More information about the rulemaking process and how to submit comments can be found here:

<http://edocket.access.gpo.gov/2011/2011-7156.htm>

Pedestrian Facility	Proposed Definitions
Trail	A pedestrian route developed primarily for outdoor recreational purposes. A pedestrian route developed primarily to connect elements, spaces, or facilities within a site is not a trail.
Sidewalk	That portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians.
Shared Use Path	A shared use path is a multi-use path designed for both transportation and recreation purposes. Shared use paths typically are separated from motorized vehicular traffic by an open space or barrier, either within a highway right-of-way or within an independent right-of-way. Shared use paths are used by pedestrians and bicyclists, joggers, skaters, wheelchairs (both nonmotorized and motorized), equestrians and other nonmotorized users.



CMAQ 2011 Summer Data Collection Program

The Chicago Metropolitan Agency for Planning (CMAQ) has opened its request for projects for its 2011 Summer Data Collection Program. Local governments can submit requests for the following types of projects:

- Vehicle Traffic Counts—12 hour for intersections, interchanges and railroad crossings, with pedestrian and vehicle classification data.
- Visual inventory of pavement features, physical roadway features and traffic stabilization features.
- On-street and off-street public parking inventories and occupancies, including commuter parking lot occupancy/residence counts.
- Other projects—freight (truck/rail) movements, bicycle and pedestrian facility inventory and utilization and vehicle occupancy.

Interested municipalities should submit requests for summer field data collec-

tion directly to CMAQ. The requests should indicate the location of the data collection, the data to be collected, any related programs and the priority of each request.

Send project requests no later than Friday, April 29 to Jose Rodriguez (jrodriguez@cmap.illinois.gov) at CMAQ.



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TMA of Lake Cook Highway Construction Meeting

The TMA of Lake Cook held its 2011 Highway Construction update March 15 at Baxter Healthcare. Presenters from North/Northwest Cook County Highway Department, Lake County Department of Transportation, Illinois Department of Transportation, and Illinois Toll Highway Authority provided an overview of the 2011 highway construction season. The TMA completed a 2011 Highway Construction Map listing these projects. All of the project information is available on the TMA of Lake Cook website at www.tmalakecook.org.



Evanston to Host Distracted Driving Summit

The *City of Evanston* is hosting a summit on April 13 from 2:30 p.m. to 5:30 p.m. to address the issue of distracted driving. Participants will learn how to minimize risk, distraction, and liability; learn why phones and driving, and earn how to PUT IT DOWN!

Highlights include driving simulators, Secretary of State, Jesse White (Invited) and in-depth discussion and expert-led direction about distracted driving.

Hosts and Sponsors are: AAA Chicago, Active Transportation Alliance, Allstate Foundation, American Defensive Driving School, ETHS Safety Department, - Evanston City Council, Evanston Police Department, FocusDriven, National Safety Council, Northwestern University Traffic Safety School

Location: Evanston Township High School, Room N1121600, Dodge Avenue, Evanston, IL 60201