

**AGENDA
BICYCLE COMMITTEE
Wednesday, June 20
6:30 p.m.
Burr Ridge Village Hall
Conference Room**

DISTRIBUTION:

Trustee Tony Schiappa, Chairperson
Luisa Hoch, Committee Member
Elaine Layden, Committee Member
Michal Ploskonka, Committee Member
Chris Sward, Committee Member
Paul Castellvi, Committee Member
Evan Walter, Staff
Janet Kowal, Staff

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. INTRODUCTION OF COMMITTEE MEMBERS AND STAFF**
- 4. REVIEW OF OPEN MEETINGS ACT AND FREEDOM OF INFORMATION ACT**
- 5. DISCUSSION OF COMMITTEE MISSION**
- 6. REVIEW OF GRANT APPLICATIONS AND FUNDING OPPORTUNITIES**
- 7. BIKE-FRIENDLY COMMUNITY APPLICATION**
- 8. CONNECTION WITH NEIGHBORING COMMUNITY BIKE COMMITTEES**
- 9. ADJOURNMENT**



VILLAGE OF BURR RIDGE

MEMORANDUM

TO: Bicycle Committee
Trustee Tony Schiappa, Chairperson

FROM: Evan Walter, Assistant to the Village Administrator

DATE: June 12, 2018

RE: Bicycle Committee Mission, Membership, and Structure

Mission

The stated goals of the Bicycle Committee are to increase awareness and frequency of bicycle riding as a form of recreation, as well as promoting bicycle safety and education within the Village. Goals will be established by committee members with the assistance of staff towards accomplishing these goals.

Membership

Name (chair)		Phone	Alternate	Email	Address		
Schiappa	Tony	(630) 908-7358	(630) 330-1000	tschiappa@burr-ridge.gov	8750	Polo Ridge	Ct
Hoch	Luisa	(630) 887-8045		hochluisa@hochweb.com	560	Conway	Ct
Layden	Elaine	(630) 568-5662	(708) 829-7770	ejlayden@comcast.net	121	Carriage Way	Dr
Ploskonka	Michal	(630) 362-2221		ploskonka@gmail.com	8086	S Garfield	St
Sward	Chris	(630) 841-5123		chris.sward@comcast.net	463	Parkview	Pl
Castellvi	Paul	(630) 606-0856		pcastellvi@ameritech.net	44	Pine Tree	Ln
Walter	Evan	(630) 654-8181 ext. 2010	(630) 601-0042	ewalter@burr-ridge.gov	7660	County Line	Rd
Kowal	Janet	(630) 654-8181 ext. 2120	(630) 962-4215	jkowal@burr-ridge.gov	7660	County Line	Rd

Structure

Trustee Tony Schiappa will act as the Chairperson for the Bicycle Committee. The Chairperson's primary responsibilities include conducting meetings, including asking for discussion and motions on agenda items. Committee members may make and second motions, as well as vote. The Chairperson should refrain from making motions. Staff will prepare an agenda with updates to old business, or new business may be added at the request of any member. Agenda packets will be distributed no later than 4 business days before a scheduled meeting. Please note that the committee may only vote on items that are listed on the agenda. The committee will tentatively meet once per quarter on the third Wednesday of the third month of the quarter. The next two meeting dates are scheduled for September 19 and December 19. Meeting dates may be moved or cancelled at least two weeks in advance to accommodate the needs of the committee members.

BOARD APPOINTED COMMITTEE(s)

Required Procedures

For Board-appointed committees covered by the Open Meetings Act¹, the committee must abide by the basic requirements of the Open Meetings Act and with the Freedom of Information Act. We set forth hereinafter the basic applicable procedures under each statute.

Open Meetings Act

Coverage of Act

1. The Act applies to all meetings of public bodies. Public bodies are defined in the Act to include “all legislative, executive, administrative or advisory bodies of the State, counties, townships, cities, villages, incorporated towns, school districts and all other municipal corporations, boards, bureaus, committees or commissions of this State, and any subsidiary bodies of any of the foregoing including but not limited to committees and subcommittees which are supported in whole or in part by tax revenue, or which expend tax revenue, except the General Assembly and committees or commissions thereof.” 5 ILCS 120/1.02.
2. The definition of “meeting,” “...**any** gathering, whether in person or by video or audio conference, telephone call, electronic means (such as, without limitation, electronic mail, electronic chat, and instant messaging), or other means of contemporaneous interactive communication, of a majority of a quorum of the members of a public body held for the purpose of discussing public business, a quorum of the members of a public body held for the purpose of discussing public business.” A “quorum” is the number of assembled members that is necessary for a decision-making body to be legally competent to transact business.
 - a. The gathering of a majority of a quorum is covered if held for the purpose of discussing public business. In other words, there must be an intent to discuss public business before the gathering will be held to be a meeting covered by the Act. The legislature added this intent language so that public officials would not have to fear violating the Act if they unintentionally discussed public business by some or all of the members of a public body at a social event.
 - b. Email messaging or instant messages can be considered a “meeting”. Whether email conversations are a meeting depends on the substance of the communication and whether the communications rise to the level of a deliberative discussion of business of a public body. Simply sharing information and casual commentary or remarks about public business are necessarily enough to constitute a meeting.
3. Majority of a Quorum. What constitutes a majority of a quorum for a particular public body can be easily determined. For example, in a city or village with a seven-member council or board, a majority of a quorum is three - the mayor and two aldermen or the president and two trustees, or three aldermen or three trustees. Naturally, as the number of members of a public body increases,

¹ The following factors have been applied to determine whether an entity is a covered “public body” or an “advisory body” (1) who appoints the members, (2) the formality of their appointment, and whether they are paid; (3) the duties assigned; whether its role is solely advisory or whether it also has a deliberative or investigative function; (4) whether accountable or subject to government control; (5) whether has a budget; (6) its place within the governmental unit; and (7) the impact of decisions or recommendations that the committee makes.

the number of members needed to constitute a majority of a quorum also increases. For additional examples of a majority of a quorum of a public body, consult the following chart.

Number of Members of a Public Body	Quorum of a Public Body	Majority of a Quorum of a Public Body
7	4	3
9	5	3
11	6	4
13	7	4
15	8	5
17	9	5

When considering committee or commission meetings, or meetings of other covered public bodies, it must be remembered that a majority of a quorum is determined based upon the number of members of that committee, commission or subsidiary body and not upon the number of trustees or aldermen.

Meeting Dates, Places And Notice Requirements

1. Open and Convenient.

Section 2.01 of the Act (5 ILCS 120/2.01) requires all public meetings to be held at specified times and places which are convenient and open to the public. The Attorney General has issued at least one opinion that holding a covered meeting at a personal residence does not satisfy the requirement to be “open and convenient”.

2. Notice

The Act expressly requires public notice of all meetings, regular or special, open or closed, to be given as follows:

- a. An agenda of each meeting must be prepared and posted at least 48 hours in advance of the meeting. Public notice of special meetings (which is what a committee meeting generally would be, since there is no regular schedule of meetings), must be given at least 48 hours before such special meeting, and the notice must also include the agenda for the special meeting. The actions of the public body, while not required to be specifically detailed in the notice, should be "closely related" to those matters set forth in the agenda for the special meeting.
- b. The meeting notice must be posted at Village Hall.
- c. In other words, the description of the action item on an agenda, relative to a resolution or ordinance, must be specifically detailed so as to apprise the public of the general nature of the action to be considered.
- d. The Village must ensure that at least one copy of the notice and agenda for the meeting is continuously available for public review during the entire 48-hour period preceding the

meeting. Posting of the notice and agenda on the Village website satisfies the requirement for continuous posting.

- e. The committee must supply copies of the notices of all of its meetings to any news medium that has filed an annual request for such service. Any news medium must be given the same notice of all special meetings in the same manner as is given to members of the committee, provided the news medium has given the public body an address or telephone number within the village limits at which such notice may be given.

3. Attendance (by electronic means)

Participation by video or audio conference in a meeting is allowed so long as a quorum is physically present at the meeting location. The Act permits participation and voting by members of a covered body by audio and video conference provided that the number of members necessary to constitute a quorum is physically present at the open meeting. To allow persons to attend meetings electronically, a public body must adopt procedural rules to conform to the requirements and restrictions of the Open Meetings Act. Persons wanting to attend the meeting electronically rather than physically can only do so if (1) the official is ill or disabled; (2) the official is unable to physically attend because of employment or official business of the public body; or (3) the official has a family or other emergency. 5 ILCS 120/7(b).

4. Recording of Meetings

Any person has the right to record the proceedings at any public meeting by tape, film, or other means.

Minutes

1. Requirements

All public bodies, including subsidiary boards, committees and commissions, must keep written minutes of all their meetings. Committee minutes can be kept separately and need only be approved by the appropriate board, committee or commission, and not by the full village board.

The written minutes must include the following:

- a. The date, time and place of the meeting;
- b. The members recorded as either present or absent, and if present, the minutes must indicate whether the member attended physically or by means of video or audio conference; and
- c. A summary of discussion on all matters proposed, deliberated or decided, and a record of any votes taken.

The General Assembly has mandated that the minutes reflect what discussion occurred and not merely the topics that were discussed. However, only a "summary" of the discussion, as opposed to verbatim reports, is required.

2. Approval and Availability of Open Meeting Minutes

The minutes of any open meeting must be approved within thirty (30) days after the meeting date or at the second subsequent meeting of the committee, whichever is later.

Within ten (10) days of the date of approval of the minutes of any open session, the minutes must be made available for inspection. In addition, any public body that maintains a website maintained by full time staff of the public body must post the minutes of its regular meetings on the website within ten (10) days after the approval of the minutes. Any minutes posted on the public body's website must remain posted for at least sixty (60) days.

THE FREEDOM OF INFORMATION ACT

Information in recorded form created by or for, used, received or controlled and within the possession of a public body are generally "public records." In order to be considered a public record, the record or document must (1) pertain to the transaction of "public business" and (2) must either be prepared by, prepared for, used by, received by, possessed by, or controlled by the "public body." _FOIA does not require any public body to prepare and keep any new records.

1. Covered "public body"

Villages and all of their committees and commissions come within the coverage of the Act. The prior qualification in the Act, which stated that a public body was only one which was supported in whole or in part by tax revenue, or which expended tax revenue, has been deleted. 5 ILCS 140/2(a).

2. Covered "public records"

The definition of "public records" is very broad and includes records, reports, forms, writings, letters, memoranda, books, papers, maps, photographs, microfilms, cards, tapes, recordings, electronic data processing records, electronic communications, recorded information and other documentary materials pertaining to the transaction of public business. The Act specifically includes email communications as a public record subject to disclosure under the Act.

When a government official communicates individually using a publicly issued electronic device, the communication is considered to be in control of a public body. Email communications pertaining to the transaction of public business which have been prepared, or have been or are being used, received, possessed or under the control of a public body must be treated as public records under the Act. Therefore, an email message transmitted through the internet server of the public body has been received by the public body, and would constitute a public record if it pertains to public business. Email messages produced on one's personal computer may constitute public records depending on their content, intended recipients, and to safeguard one's personal computer, emails that pertain to public business should be only transacted on a government email account.

3. Destruction or disposal

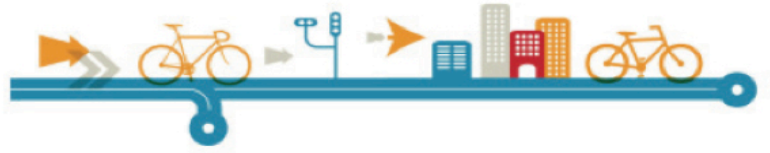
Under the Local Records Act the Local Records Commission must be notified when the original record is disposed of and also when the reproduced record is disposed of. There are two Local Records Commissions, one for Cook County and one for all other Counties in the State. The State Historian and

State Archivist serve on both Commissions. The Village has an approved record destruction schedule with the appropriate Local Records Commission.

We are able to provide any sample forms or rules that you may need or request.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



WARRENVILLE, IL

Spring 2015

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Warrentville a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Warrentville. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Adopt a formal Complete Streets policy and offer implementation guidance.

Develop a design manual that ensures the safe and appropriate accommodation of bicyclists or endorse the NACTO Urban Bikeway Design Guide.

Regulations that require bike parking for new developments and major renovations of existing developments can secure private funding. See this model bicycle parking ordinance for guidance.

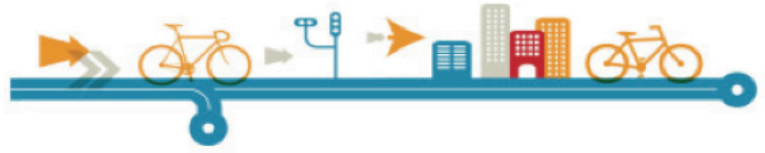
Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.

Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. **On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).** Note that shared lane markings should only be used on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Guide for design guidelines. See [Bicycle Boulevards](#) in action.

Ensure that all new and existing bicycle facilities conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide](#) (preferred), [2012 AASHTO Guide for the Development of Bicycle Facilities](#) and your DOT's own guidelines. Upgrade substandard facilities to improve safety and usability.

Increase road safety for all users by reducing traffic speeds. Lower the speed limit especially downtown, around schools, and in neighborhoods. Use [traffic calming measures](#) and [low speed design principles](#) to achieve higher compliance rates. Speed [has been identified](#) as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. [Studies](#) also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.

Install a [bicycle wayfinding system](#) with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.

Continue to make intersections and crossings safer and more comfortable for cyclists. Include elements such as color,

signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO intersection design guidelines](#) (preferred) and the [2012 AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.

Education

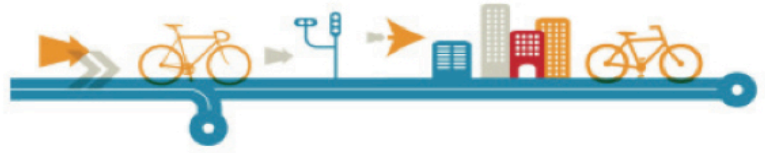
Bicycle-safety education should be a routine part of secondary education as well, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. **Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.** For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit www.saferoutesinfo.org.

Urge your high school and private driver education programs to join 60+ others in Illinois using the site's Motorist lesson, to instruct the laws and techniques of car-bike interactions. Proclaim a "Bike Safety Week" in League of Illinois Bicyclists' "Mayors' Bike Safety Challenge", with the mayor leading by example in urging residents to take the motorist and bicyclist quizzes.

Continue to expand your public education campaign promoting the [Share the Road message](#). Ensure that the campaign message clearly conveys that both motorists and cyclists have the same rights and



BICYCLE FRIENDLY COMMUNITY FEEDBACK



responsibilities on the road. Use Share the Road street signs that could be interpreted as being directed only at cyclists with caution. Some communities prefer to use the regulatory "Bikes May Use Full Lane" sign instead.

Offer a greater variety of bicycling skills training opportunities for adults or encourage your local bicycle advocacy group or bike shop to help. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

Encouragement

Expand encouragement efforts during Bike Month in partnership with local bicycle advocacy groups. Host, sponsor and encourage a greater variety of bicycle-themed community events, campaigns and programs. Celebrate Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://bikeleague.org/bikemonth>.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Promote cycling throughout the year by offering or supporting more family-oriented community rides, and bicycle-themed festivals, parades or shows.

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. **Your community's government should be the model employer for local businesses**, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

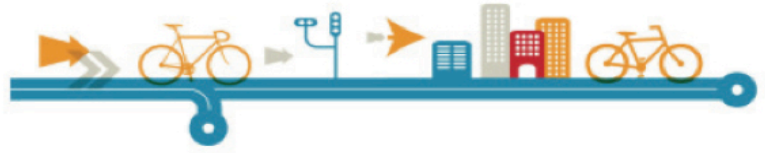
Enforcement

Pass additional ordinances that protect cyclists, e.g. pass laws/ordinances protecting all vulnerable road users, formalize a legal passing distance of at least 3 feet, and make it illegal to harass a cyclist. Ensure that local law enforcement receives training on any new bicycle-related laws.

Join other Illinois cities in creating a ticket diversion program for bicyclists and/or motorists, using the League of Illinois Bicyclists' www.BikeSafetyQuiz.com to educate offenders, in lieu of a ticket. Also, have your police officers take the quizzes, to better understand the rationale and nuances of Illinois bicycle law.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Evaluation & Planning

Update your 2010 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complimented with encouragement, education, and enforcement programs to increase usage.

Conduct community-wide research on bicycle usage to more efficiently distribute resources according to demand. Conduct at least yearly counts on roads and trails, count parked bicycles at schools and transit stations (if applicable), or conduct a statistically relevant community bicycle survey. The [National Bicycle and Pedestrian Documentation Project](#) is a good resource for manual counts. Ensure that your bicycle counts capture the gender of cyclists. If women ride significantly less than men, this gender gap can be addressed through infrastructure improvements, and targeted education and encouragement efforts. Learn more at bikeleague.org/womenbike.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many

of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

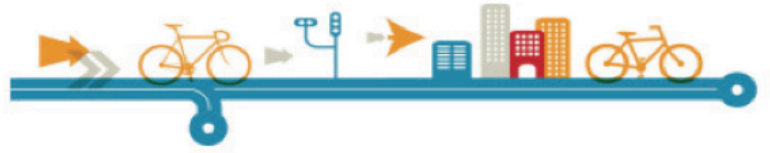
Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle



BICYCLE FRIENDLY COMMUNITY FEEDBACK



facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

Advocacy Advance offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.

Quick Guide to the Bicycle Friendly Community Report Card



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10 Building Blocks of a Bicycle Friendly Community

High Speed Roads with Bike Facilities

This building block comes from the answers to Questions B15 and B16c, which are described below:

Question	Answer Options
B15. How many miles of road network fall within the following posted speed limits? <ul style="list-style-type: none">• ≤ 25mph• >25mph and ≤35mph• >35mph	Communities answer in the number of centerline miles that exist for each type of road within their community.
*B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35mph?	Communities answer yes or no. If a community answers yes, then additional questions are asked.
**B16c1. On streets with posted speeds of > 35mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards?	Communities answer in terms of center line miles of each of the following options: <ul style="list-style-type: none"><input type="checkbox"/> Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips)<input type="checkbox"/> Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet)<input type="checkbox"/> Buffered bike lanes<input type="checkbox"/> Protected bike lanes (one-way or two-way)<input type="checkbox"/> Raised cycle tracks (one-way or two-way)

We use a sum of all the facilities reported in B16c1 and divide that number by the reported centerline miles of roads with posted speed limits of over 35 mph from Question B15. This data point replaced the building block from prior applications generated by the question: “What percentage of arterial and major collectors have dedicated bicycle facilities that meet AASHTO standards?”

Total Bicycle Network Mileage to Total Road Network Mileage

This building block comes from the answers to Questions B13a, B15 and B16.

Question	Answer Options
*B13a. How many miles of the following off-street accommodations that can be legally used by bicyclists are within your community’s boundaries?	Communities answer in terms of miles of each of the following options: <ul style="list-style-type: none"><input type="checkbox"/> Paved shared use paths (≥10 feet)<input type="checkbox"/> Paved shared use paths (≥ 8 and <10 feet)<input type="checkbox"/> Natural surface shared use paths (≥10 feet)<input type="checkbox"/> Natural surface shared use paths (≥ 8 and <10 feet)<input type="checkbox"/> Singletrack
B15. How many miles of road network fall within the following posted speed limits?	B15. See above in explanation of the building block “High Speed Roads with Bike Facilities”
B16. Does your community have on-street bicycle facilities?	Communities answer yes or no. If a community answers yes, then they are prompted to answer a series of questions about on-street bicycle

	facilities on roads with posted speed limits per the same categories in Question B15. The bicycle facility types asked about very based on speed and can be found in Questions B16a1, B16b1, and B16c1.
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We use a sum of all reported on and off-street bicycle facilities from Questions B13a, B16a1, B16b1, and B16c1 and divide that number by the reported centerline miles for all roadways reported in Question B15.

Bicycle Education in Schools

This building block comes from the points associated with answers to Questions C1a, C2a, and C3a.

Question	Answer Options
C1a. What percentage of your public and private elementary schools offer bicycle education?	Communities select one of the following options: <input type="checkbox"/> 1-25% <input type="checkbox"/> 26-50% <input type="checkbox"/> 51-75% <input type="checkbox"/> 75-99% <input type="checkbox"/> 100%
C2a. What percentage of your public and private middle schools offer bicycle education?	Communities select from the same options given for C1a.
C3a. What percentage of your public and private high schools offer bicycle education?	Communities select from the same options given for C1a.

These points are used to segment communities into six descriptive categories of:

1. Needs Improvement,
2. Acceptable,
3. Average,
4. Good,
5. Very Good, and
6. Excellent.

These categories correspond to prior reported categories of: None, Little, Some, Good, Very Good, and Excellent. The categories were changed to provide a more standard Likert scale with a clearer ordinal direction.

Share of Transportation Budget Spent on Bicycling

This building block comes from the Question F10: “What percentage of the community’s total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?” This question was first asked in Fall 2015. 207 out of the 275 communities that have applied in that time have reported data for this question.

Bike Month and Bike to Work Events

This building block comes from Question D5.

D5. How is National Bike Month/your own dedicated Bike Month promoted in your community?

- ☐ Official Proclamation
- ☐ Community-wide Bike to Work Day/Week
- ☐ Bike to School Day/Week
- ☐ Bike to Church Day or similar
- ☐ Community Rides
- ☐ Mayor-led/Council-led Ride
- ☐ Public Service Announcements
- ☐ Videos promoting bicycling on community website/TV channel
- ☐ Publish a guide or calendar of Bike Month Events
- ☐ Bike Month Website
- ☐ Commuter Challenge
- ☐ Challenges aimed at students biking to school
- ☐ Non-commuting related (i.e. errand-running) biking challenges and programs
- ☐ [National Bike Challenge](#) / [Global Bike Challenge](#)
- ☐ Bike Commuter energizer stations/breakfasts
- ☐ Car-free days
- ☐ CycloFemme Ride
- ☐ Kidical Mass Ride
- ☐ Open Streets/Ciclovia/Sunday Parkways
- ☐ Mentoring program for new riders
- ☐ Bike valet parking at events
- ☐ Bicycle-themed festival/parade/show
- ☐ Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)
- ☐ Trail construction or maintenance day

The answers are counted and that count is used to segment communities into 6 descriptive categories of:

1. Needs Improvement,
2. Acceptable,
3. Average,
4. Good,
5. Very Good, and
6. Excellent.

These categories correspond to prior reported categories of: None, Little, Some, Good, Very Good, and Excellent. The categories were changed to provide a more standard Likert scale with a clearer ordinal direction.

Active Bicycle Advocacy Group

This building block is based upon the Question “List all bicycle, active transportation, and transportation equity advocacy groups in your community, if any” located in the Contact Information section of the

Bicycle Friendly Community application. If a community lists a group, then we indicate that there is an active bicycle advocacy group in the community. We reach out to all groups listed in this section as part of the BFC process.

Active Bicycle Advisory Committee

This building block is based upon Question F5a: “How often does the [officially-recognized Bicycle Advisory Committee] meet?” The reported data is included as marked by the community.

Bicycle-Friendly Laws & Ordinances

This building block is based upon Question E5 and E6.

E5. Are there any local ordinances or state laws that protect bicyclists in your community?

- ☐ Specific penalties for failing to yield to a cyclist when turning
- ☐ It is illegal to park or drive in a bike lane (intersections excepted)
- ☐ Penalties for motor vehicle users that 'door' bicyclists
- ☐ Ban on cell phone use while driving
- ☐ Ban on texting while driving
- ☐ Vulnerable road user law
- ☐ Safe passing distance law It is illegal to harass a cyclist
- ☐ Photo enforcement for red lights and/or speed

E6. Do any local ordinances in your community place restrictions on bicyclists?

- ☐ Local law requires bicyclists to use side paths regardless of their usability
- ☐ Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- ☐ Local law restricts usage of electric-assist bicycles
- ☐ Local law requires bicyclists to use bike lanes when provided
- ☐ Mandatory bike registration
- ☐ Mandatory helmet use for all ages
- ☐ Restrictions on sidewalk riding outside of the Central Business District
- ☐ Restrictions on sidewalk riding inside the Central Business District
- ☐ Dismount zones/regulations on shared-use paths
- ☐ Local or school policies restrict youths from riding to school
- ☐ Bicycles are banned from one or more road that is open to vehicles

The answers to each question are counted and the count of responses to Question E6 is subtracted from the count of responses to Question E5. The net result is used to segment communities into six categories:

7. Needs Improvement,
8. Acceptable,
9. Average,
10. Good,
11. Very Good, and
12. Excellent.

These categories can be compared to prior categories of: Little, Some, Good, Very Good, Excellent. The categories were changed to provide a more standard Likert scale with a clearer ordinal direction.

Bike Plan is Current and is Being Implemented

This building block is based upon answers to Questions F7, F7a, F7d, F7d1, F7d2, and F7d3.

Question	Answer Options
F7. Does your community have a comprehensive bicycle master plan or similar section in another document?	<input type="checkbox"/> Yes* <input type="checkbox"/> No <input type="checkbox"/> Plan is currently under development
<i>If yes: *F7a. What year was the plan adopted?</i>	Communities answer with a four-digit year.
F7d. Does your plan include goals (including project lists) that are evaluated annually?	Communities answer yes or no. If a community answers yes, then additional questions are asked.
***F7d1. How many goals/projects do you evaluate progress on annually?	Communities answer with a whole number.
***F7d2. How many goals/projects did you meet annual target for in the most recent calendar year?	Communities answer with a whole number.
***F7d3. How many goals/projects have you improved your performance on without meeting your target in most recent calendar year?	Communities answer with a whole number.

Descriptions are assigned as described below:

Descriptor	How is it assigned?
No	Answer to Question F7 is "No" OR the answer to Question F7a is that the plan was adopted more than a decade ago and has no reported goals that are being evaluated annually.
Plan is currently under development	Answer to Question F7.
Somewhat	Answer to Question F7a is that the plan was adopted within the last decade and does not have reported goals that are being evaluated annually OR the answer to Question F7a is that the plan was adopted within the last decade and has reported goals that are evaluated annually, but that progress is being made on 50% or less of those goals.
Yes	Answer to Question F7a is that the plan was adopted within the last five years and does not have reported goals that are being evaluated annually OR the answer to Question F7a is that the plan was adopted within the last five years and that progress is being made on more than 50% of those goals.

Bike Program Staff to Population

This building block is based upon Question A8 and F3.

Question	Answer Options
A8. Total Population:	Communities answer with a whole number.

F3. How many government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?	Communities answer with a number, often reported to the tenth decimal place. A person that spends 1/10 of their time on bicycle issues should be reported as 0.1 FTE.
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We divide the community population reported in Question A8 by the full-time equivalent staff reported in Question F3. The result is reported in terms of thousand residents per one staff person.

Category Scores

The category scores are based upon the total score in each category based upon the community's application. Each category is assigned 100 points and points are further assigned to individual questions and sub-questions by League staff. The scores reported on the Report Card are simply representations of the total score out of 10 rather than 100.

Key Outcomes

Ridership

Our ridership data comes from the American Community Survey. We use estimates of the number of people who bike to work found in the most recent 5-year estimate as found in the B08006 Table – Means of Transportation to Work by Sex.

Crashes

Our crash data comes from Question E10a: On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only). We divide the reported number of annual crashes by the estimated number of bicycle commuters found in the B08006 Table described above. We then take that result and multiply by 10,000 to get a figure that is comparable across a wide range of communities.

$$\text{Crash statistic} = \left(\frac{\text{Number reported in Question 10a}}{(\text{Most recent ACS 5 year estimate for number of bicycle commuters})} \right) * 10,000$$

Fatalities

Our fatality data comes from Question E11: On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually? (# only). We divide the reported number of annual crashes by the estimated number of bicycle commuters found in the B08006 Table described above. We then take that result and multiply by 10,000 to get a figure that is comparable across a wide range of communities.

$$\text{Fatality statistic} = \left(\frac{\text{Number reported in Question 11}}{(\text{Most recent ACS 5 year estimate for number of bicycle commuters})} \right) * 10,000$$

Key Steps

The key steps listed at the bottom of each report card are based upon feedback associated with higher scoring areas of the Bicycle Friendly Community application where a community received a low score, notes from the panel of judges that reviews all Bicycle Friendly Community applications, and notes based on survey data from the public and advocacy organizations.

The League is committed to ensuring that these steps reflect the community's goals and work with communities to ensure that the highlighted steps are productive. If a step is taken during the four years that an award is valid then the League is happy to update the Report Card to reflect that action.

Community	State	Award Level	Population	Movement
Davis	CA	Platinum	63,722	
Boulder	CO	Platinum	108,090	
Fort Collins	CO	Platinum	161,000	
Portland	OR	Platinum	639,863	
Madison	WI	Platinum	237,395	
Scottsdale	AZ	Gold	217,385	
Tempe	AZ	Gold	164,742	
Tucson & East Pima Region	AZ	Gold	996,544	
Chico	CA	Gold	86,900	
Menlo Park	CA	Gold	33,888	
Palo Alto	CA	Gold	66,955	
San Francisco	CA	Gold	864,816	
San Luis Obispo	CA	Gold	45,119	
Santa Cruz	CA	Gold	59,946	
Breckenridge	CO	Gold	4,540	
Carbondale	CO	Gold	6,427	
Crested Butte	CO	Gold	1,497	
Durango	CO	Gold	18,006	
Steamboat Springs	CO	Gold	12,088	
Washington	DC	Gold	693,972	Moved Up
The Villages	FL	Gold	109,000	Moved Up
Wood River Valley	ID	Gold	21,482	
Urbana	IL	Gold	41,752	
Bloomington	IN	Gold	80,405	
Cambridge	MA	Gold	105,162	
Somerville	MA	Gold	78,595	
Minneapolis	MN	Gold	379,499	
Missoula	MT	Gold	69,821	
Ashland	OR	Gold	20,861	
Corvallis	OR	Gold	56,000	
Eugene	OR	Gold	142,681	
Hilton Head Island	SC	Gold	37,099	
Austin	TX	Gold	885,400	
Park City and Snyderville Basin	UT	Gold	27,706	
Seattle	WA	Gold	686,800	
Jackson and Teton County	WY	Gold	24,000	
Anchorage	AK	Silver	298,695	
Sitka	AK	Silver	8,900	
Fayetteville	AR	Silver	80,621	
Flagstaff	AZ	Silver	68,667	
Mesa	AZ	Silver	454,981	
Sedona	AZ	Silver	10,037	
Arcata	CA	Silver	17,800	
Calistoga	CA	Silver	5,300	
Coronado	CA	Silver	25,952	

CURRENT BICYCLE FRIENDLY COMMUNITIES AS OF SPRING 2018

Community	State	Award Level	Population	Movement
Emeryville	CA	Silver	10,777	
Folsom	CA	Silver	77,246	
Irvine	CA	Silver	258,386	
Long Beach	CA	Silver	474,140	
Mountain View	CA	Silver	77,800	
Oakland	CA	Silver	400,740	
Oceanside	CA	Silver	175,948	
Sacramento	CA	Silver	475,536	
Santa Barbara	CA	Silver	89,639	
Santa Monica	CA	Silver	89,736	
Solana Beach	CA	Silver	13,500	New
South Lake Tahoe	CA	Silver	21,403	
West Sacramento	CA	Silver	53,000	Moved Up
Arvada	CO	Silver	108,359	
Aspen	CO	Silver	6,805	
Colorado Springs	CO	Silver	416,427	
Denver	CO	Silver	649,495	
Glenwood Springs	CO	Silver	9,997	New
Golden	CO	Silver	20,330	
Gunnison	CO	Silver	6,024	
Longmont	CO	Silver	92,852	
Salida	CO	Silver	5,274	
Summit County	CO	Silver	27,994	
Vail	CO	Silver	5,328	
Simsbury	CT	Silver	23,498	
Gainesville	FL	Silver	125,661	
Miami Beach	FL	Silver	90,669	
Sanibel	FL	Silver	6,741	
St. Petersburg	FL	Silver	259,906	
Tallahassee	FL	Silver	190,894	Moved Up
Venice	FL	Silver	22,146	
Winter Park	FL	Silver	29,003	
Iowa City	IA	Silver	74,398	
Ada County	ID	Silver	434,211	
Boise	ID	Silver	214,237	
Coeur d'Alene	ID	Silver	44,137	
Champaign	IL	Silver	84,513	
Chicago	IL	Silver	2,718,782	
Evanston	IL	Silver	75,282	
South Bend	IN	Silver	101,168	Moved Up
Louisville	KY	Silver	256,231	Renewed
New Orleans	LA	Silver	369,250	
Boston	MA	Silver	673,184	
Nantucket	MA	Silver	10,172	
Provincetown	MA	Silver	2,942	New

Community	State	Award Level	Population	Movement
Milledgeville	GA	Bronze	17,715	
Peachtree City	GA	Bronze	35,069	
Roswell	GA	Bronze	94,501	
Savannah	GA	Bronze	142,919	
Tybee Island	GA	Bronze	3,713	
Honolulu City and County	HI	Bronze	953,207	
Ames	IA	Bronze	61,792	
Bettendorf	IA	Bronze	35,727	Renewed
Cedar Falls	IA	Bronze	39,387	
Cedar Rapids	IA	Bronze	126,326	Renewed
Coralville	IA	Bronze	18,907	
Des Moines	IA	Bronze	207,510	
University Heights	IA	Bronze	1,051	
Moscow	ID	Bronze	24,499	
Aurora	IL	Bronze	200,500	
Batavia	IL	Bronze	26,495	
Carbondale	IL	Bronze	26,256	
DeKalb	IL	Bronze	44,030	
Elmhurst	IL	Bronze	46,371	
Glenview	IL	Bronze	45,417	
Highland Park	IL	Bronze	29,763	New
Naperville	IL	Bronze	128,358	
Normal	IL	Bronze	52,879	
Oak Park	IL	Bronze	51,878	
Schaumburg	IL	Bronze	74,907	
Springfield	IL	Bronze	115,715	New
Warrenville	IL	Bronze	13,140	
Washington	IL	Bronze	15,134	
Wilmette	IL	Bronze	27,219	New
Carmel	IN	Bronze	86,000	
Columbus	IN	Bronze	46,124	
Fort Wayne	IN	Bronze	253,691	
Goshen	IN	Bronze	31,719	
Indianapolis	IN	Bronze	820,445	
Muncie	IN	Bronze	70,085	
Warsaw & Winona Lake	IN	Bronze	18,467	
Zionsville	IN	Bronze	23,319	
Lawrence	KS	Bronze	91,282	
Manhattan	KS	Bronze	56,308	
Shawnee	KS	Bronze	57,628	
Topeka	KS	Bronze	127,473	
Wichita	KS	Bronze	389,902	
Lexington-Fayette County	KY	Bronze	246,800	
Baton Rouge-East Baton Rouge	LA	Bronze	446,753	
Arlington	MA	Bronze	42,952	

Powering Safe Communities Municipal Grant Program 2018 Guidelines



The *Powering Safe Communities* grant program will award grants of up to \$10,000 to support municipal public safety initiatives throughout the ComEd region. ComEd provides the funds and the Metropolitan Mayors Caucus is the grant program administrator. Applications are due **on March 16, 2018**.

A. Goals

The *Powering Safe Communities* grant program specifically seeks to:

1. Enhance the quality of life in cities, villages, and towns in the ComEd region and among Metropolitan Mayors Caucus member communities;
2. Enable local governments to provide for the health and safety of their residents and visitors;
3. Address unmet public safety needs;
4. Leverage additional resources to efficiently deliver public safety programs and services;
5. Enable the use of technology to improve public safety and emergency response;
6. Provide for the safety of the greatest number of people and vulnerable populations;
7. Foster collaboration and cooperation in the community to create a culture of safety and wellness as referenced in the Metropolitan Mayors Caucus' Greenest Region Compact 2;
8. Demonstrate innovation, professionalism and cost-effective strategies;
9. Support leadership in public safety and activities that lead to recognition and accreditation;
10. Build community resiliency and enhance preparedness;
11. Improve public safety relative to the use and distribution of electricity.

B. Eligibility

Municipalities, townships, counties, and other local governments that provide for the safety of the public within ComEd's service territory ([see map](#)) in the following counties are eligible to apply: Boone, Bureau, Carroll, Cook, DeKalb, DuPage, Ford, Grundy, Henry, Iroquois, Jo Daviess, Kane, Kankakee, Kendall, Lake, LaSalle, Lee, Livingston, Marshall, McHenry, Ogle, Rock Island, Stephenson, Whiteside, Will, Winnebago and Woodford. Not-for-profit organizations are eligible if they partner with at least one municipality.

Applicants must be in good standing with ComEd related to provision of utilities. Previous recipients of a *Powering Safe Communities* grant are ineligible.

C. Eligible Costs

The purchase of goods or services that enhances the applicant's ability to achieve the public safety Goals described above (*Section A*), are eligible costs. These include:

1. Public Safety Equipment

Equipment that enhances the safety of the general public including traffic safety, communications, monitoring, protective and other equipment;

2. Emergency Response Equipment and Supplies

Equipment that enhances the ability of first-responders to provide for the safety and welfare of the general or targeted populations including specialized emergency response, emergency transport, communications, and other essential emergency equipment; and specialty emergency response supplies not otherwise available;

3. Disaster Preparedness and Resiliency

Equipment and supplies that improve the ability of the community to prevent and respond to disasters, and mitigate resulting threats;

4. Public Safety Programs and Plans

Public education and engagement programs that prepare residents for disaster, reduce threats to vulnerable populations, and foster cooperation and collaboration to improve the long-term safety of the community; training resources and programs for government officials that improve skills, and other programs that meet the *Powering Safe Communities* grant program goals; and public safety plans that optimize a local government's ability to deliver services.

D. Ineligible Costs

Grant funds may not be used for lobbying activities; activities that are required in connection with regulatory compliance; capital costs; or to pay staff salaries*. Grant funds cannot be used to pay private vendors for training or services otherwise offered through professional associations and public agencies, or to purchase routine supplies.

*the cost of staff time needed to complete the project is eligible as a matching contribution towards the required 50% match.

D. Grant Matching and Reimbursement

1. Match Required

Recipients should match grant funds awarded with a direct equal expenditure of the organization's own funds, and/ or through in-kind contribution of goods and services of equal or greater value. *Therefore, 50% of the total project costs are paid for by the Powering Safe Communities grant award and 50% of the costs are paid by the grant recipient.*

The source of matching contributions must be identified at the time of application. Direct and matching expenditures must be documented and documents must be submitted to the Caucus to receive grant reimbursement. Details will be provided at the time of award. In-kind matching contributions must be documented with employee time and work records. Contribution of volunteer labor can be applied to matching requirement with adequate documentation.

Matching contributions in excess of grant award (over-match) with proper documentation is encouraged. Applicants unable to make matching contributions may request a reduction or waiver at the time of application.

2. Reimbursement

All grants are awarded on a reimbursement basis. Successful completion of the project or procurement; documentation of expenditures and expenses; and a submission of a reimbursement request and report are required for grant recipients to receive payment.

Successful applicants will be notified of a grant award and will enter into a grant agreement with the Metropolitan Mayor Caucus. Recipients must submit semi-annual progress reports. Grant recipients may complete their projects at any time prior to December 31, 2018. No expenses incurred prior to the establishment of a grant agreement will be reimbursed. Reimbursement payments will be made promptly by the Metropolitan Mayors Caucus.

E. General Criteria

- a. Complete applications that succinctly provide information are requested.
- b. A cover letter signed by Mayor or President or Village Manager must accompany all municipal applications. Other types of agencies should submit a letter signed by their chief executive.
- c. Support letters that demonstrate community need, collaboration, and leveraging of resources may be submitted at the time of application, but are not required.
- d. All applicants will be ***notified of their grant award or decline in mid-June 2018.***
- e. Partial funding is possible.
- f. **Applications must be received by March 16, 2018 at 5:00 pm.**

F. Evaluation Criteria

- a. Applications will be awarded grants based application quality, need, and alignment with the *Powering Safe Communities* goals, as grant resources allow.
- b. Applications will be evaluated by a Grant Review team comprised of public safety, local government and allied professionals according to the criteria below:

Criteria	Possible Score
Application: All questions are sufficiently and concisely answered. Scope and outcome of proposed project is clear.	20
Budget: Proposed expenditures are allowable, clearly presented and accurately calculated. Matching expenditures are ample and identified. Cost effectiveness is demonstrated.	20
Work Plan: Proposed work plan is efficient, achievable and accomplishes grant program and community goals. Work plan address relevant grant program Goals (Section A)	15
Leveraged Impact: The proposal describes how the grant will improve the safety and well-being of residents or targeted populations. Partners are engaged and will further the reach of the grant.	10
Need is demonstrated.	15
Applicant has adopted the Greenest Region Compact 2 (GRC2) . To adopt GRC2, please click here .	10
Applicant is a dues-paying municipal member of the Metropolitan Mayors Caucus or agency resides in such a member municipality.	10
Total Possible Score	100

G. Budget Instructions

Use this guide to develop your project Budget. Then submit the completed Budget form in the Application, (*Application Section C*). Cost must relate to the grant project, be allowable, and align with your Work Plan (*Application Section D*). (Do not submit the Sample Budget)

Costs are to be divided between those eligible for reimbursement from the grant and those to be paid by your organization as your matching share. Therefore, only budget items in *Section I. Purchased Goods and Services, Column B*, are to be charged to the grant request. You may propose to spend more on these items than the maximum grant allowed (\$10,000) if you contribute your own agency funds for that purpose. *See sample budget.*

The proposed Match, Column C must be 50% or more of the proposed Total Project Cost, Column D.

1. Sample Budget

Project Title: Automatic External Defibrillators for Anytown Public Buildings			
A	B	C	D
Expense	Grant Share	Match	Total Project Cost
Purchased Goods & Services			
AED purchase	10,000	5,000	
<i>I. Sub Total Purchase</i>	<i>10,000</i>	<i>5,000</i>	<i>15,000</i>
Matching In-House Services			
AED installation by facility manager		500	
Staff training by Chief		3,500	
<i>II. Sub Total In-House</i>		<i>4,000</i>	<i>4,000</i>
Matching Donated Services			
Training Assistance from Community Hospital		1,000	
<i>III. Sub Total Donated</i>		<i>1,000</i>	<i>1,000</i>
Total I, II, III	\$10,000	10,000	\$20,000

Prepare Budget:

- Assemble cost estimates for all eligible costs related to the grant project
- Itemize estimated payment for each good and/or service. Enter probable vendor, if known. (*i.e., total cost of AED purchase – ACME Medical Supplies: \$15,000*).
- Enter the amount of the goods or services that you would like to pay using grant funds in *Column B, Section I.* to a maximum of \$10,000. (*i.e. AEDs, \$10,000*)
- Enter the amount of the goods or services (in excess of a \$10,000 grant) that you will contribute as your match in *Column C Section I.* (*i.e., AED purchase \$5,000.*).
- Enter the amount of in-kind services your agency will contribute as match in *Column C Section II.* (*i.e. AED installation; \$500; staff training provided by officers \$3,500*).
- Enter the amount of any volunteer services from partners in *Column C Section III.* (*i.e. Training Assistance from Community Hospital \$1,000*).

- g. Briefly describe each item in the Budget Form.
- h. Total All Columns. **The Total of Section I. Column B is your grant request. The Total of Column C is your agency's Match. The total in Column D should be your total expenditure for all purchases related to your project.**
- i. Explain your Budget in the Workplan Narrative

Application Checklist

- ☐ Cover letter on letterhead signed by Mayor or equivalent chief executive
- ☐ Completed Grant Application Form and Budget

Optional

- ☐ Letter(s) of support

Complete the [online application form](#). Download the [Budget Form and Instructions](#). Complete the Budget Form, then upload it to the online form. Applications are due **March 16, 2018**. Questions?

Contact:

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www.mayorscaucus.org

**2018 ITEP Cycle 13
Selected Project List**

District	Sponsor	Project Title	Project Category	ITEP Award
1	Village of Streamwood	Irving Park Road (IL 19) Widening and Reconstruction	Bike/Ped	\$ 654,460
1	Village of Algonquin	Main Street Protected Bike Lane	Bike/Ped	\$ 1,196,800
1	Village of Wilmette	Downtown Streetscape Improvements	Streetscape	\$ 999,100
1	Village of Clarendon Hills	Downtown Revitalization Project	Streetscape	\$ 2,000,000
1	Village of Huntley	Huntley - Reed Road Multi-Use Path	Bike/Ped	\$ 192,000
1	City of McHenry	Pearl Street/Lincoln Road Streetscape Improvements	Streetscape	\$ 616,300
1	Fox Valley Park District	Prairie Path - Aurora	Bike/Ped	\$ 610,470
1	City of Chicago	43rd Street Pedestrian and Bicycle Bridge to the Lakefront Trail	Bike/Ped	\$ 2,000,000
1	Village of Hillside	Mannheim Road Pedestrian Bridge	Bike/Ped	\$ 2,000,000
1	Village of Channahon	Channahon Bridge Street Multi-Use Path	Bike/Ped	\$ 786,510
1	Village of Glenview	Chestnut Avenue Multi-Use Path	Bike/Ped	\$ 633,780
1	Village of Spring Grove	Main Street Downtown Sidewalk Improvements	Bike/Ped	\$ 178,200
1	Village of Berkeley	Industrial Pedestrian Connector Project	Bike/Ped	\$ 127,590
1	Village of Riverside	East Quincy Street / Riverside Road Streetscape Project	Streetscape	\$ 10,000
1	Village of Bensenville	Downtown Area Improvements - South Half	Streetscape	\$ 1,045,800
1	Cary Park District	Hoffman Park Bike Path	Bike/Ped	\$ 1,104,000
1	City of Northlake	Wolf Road Multi-Use Path	Bike/Ped	\$ 55,230
District 1 Total				\$ 14,210,240
2	Village of Durand	Durand Downtown Square Streetscape Project	Streetscape	\$ 1,289,560
2	Oregon Park District	Rock River Heritage Trail	Bike/Ped	\$ 1,086,100
2	Village of Elizabeth	Downtown Sidewalk Improvements Project	Streetscape	\$ 49,400
2	City of Oregon	Washington Street Streetscapes	Streetscape	\$ 20,160
2	Village of Port Byron	Downtown Streetscape and Mobility Enhancement Project	Streetscape	\$ 97,570
2	City of Moline	Mississippi River to Rock River Multi-Use Trail Corridor	Bike/Ped	\$ 1,974,350
District 2 Total				\$ 4,517,140
3	Sycamore Park District	Great Western Trail Extension: Sycamore Forest Preserve to Old Mill Park--Segment 1	Bike/Ped	\$ 1,698,980
3	City of Streator	Streator Downtown Comprehensive Traffic Flow Improvement and Streetscape Project	Streetscape	\$ 487,960
3	Village of Mazon	School and Park Accessibility Improvement Project	Bike/Ped	\$ 177,750
3	City of Kankakee	City of Kankakee Riverfront Trail Phase IIIA Project	Bike/Ped	\$ 80,640
3	City of Marseilles	Marseilles Pedestrian Access and Destination Improvement Program at Rutland Street and Bratton Avenue	Bike/Ped	\$ 16,400
District 3 Total				\$ 2,461,730

**2018 ITEP Cycle 13
Selected Project List**

District	Sponsor	Project Title	Project Category	Recommended ITEP Award
4	City of Macomb	Historic Courthouse Square Revitalization	Historic Preservation/Rehab	\$ 1,199,140
4	City of Farmington	East Fort Street Streetscape Improvements	Streetscape	\$ 739,170
4	City of Aledo	SE Quadrant Multi-Use Path	Bike/Ped	\$ 34,270
4	City of Peoria	War Memorial/US150 Pedestrian Route Improvement	Bike/Ped	\$ 286,530
4	Village of Germantown Hills	Germantown Hills Village Square Development	Bike/Ped	\$ 24,000
4	City of Washington	Historic Downtown Square Streetscape Enhancement	Historic Preservation/Rehab	\$ 56,010
District 4 Total				\$ 2,339,120
5	McLean County	Historic Route 66 Bikeway - 1.1 Miles South of Shirley to Funk's Grove	Bike/Ped	\$ 1,920,000
5	Champaign County Forest Preserve District	Kickapoo Rail Trail - Amenities	Bike/Ped	\$ 225,520
5	City of Danville	Denmark Road Bicycle and Pedestrian Enhancement Project	Bike/Ped	\$ 1,600,000
District 5 Total				\$ 3,745,520
6	City of Jacksonville	Historic East State Street Reconstruction	Historic Preservation/Rehab	\$ 824,900
6	City of Mt. Sterling	Historic Main Street Reconstruction Project	Historic Preservation/Rehab	\$ 1,546,700
6	City of Springfield	Archer Elevator Road Bicycle and Pedestrian Project	Bike/Ped	\$ 747,860
6	Sangamon County	Sangamon Valley Trail - Phase IV	Conversion of RR to Trail	\$ 556,800
District 6 Total				\$ 3,676,260
7	City of Marshall	Streetscape Phase III - Business Historic District	Historic Preservation/Rehab	\$ 755,340
7	City of Shelbyville	Phase 10 Bike Path	Bike/Ped	\$ 42,480
7	City of Neoga	City of Neoga Shared-Use Path Project	Bike/Ped	\$ 26,400
7	Village of Mt. Zion	Baltimore Ave/Harry Land Rd Bike Path	Bike/Ped	\$ 20,280
District 7 Total				\$ 844,500
8	City of Columbia	Main Street Streetscape Phase 3	Streetscape	\$ 600,720
8	City of Wood River	Wood River Streetscape Phase 2	Streetscape	\$ 412,030
8	City of Edwardsville	IL 157 Shared Use Path	Bike/Ped	\$ 943,200
8	Village of Millstadt	Washington Street Streetscape Improvements	Streetscape	\$ 245,150
8	City of Highland	Broadway (IL 160) Streetscape Improvements Phase 1	Streetscape	\$ 1,221,680
District 8 Total				\$ 3,422,780
9	City of West Frankfort	Downtown Streetscape	Streetscape	\$ 10,400
9	City of Herrin	Herrin Downtown Streetscaping and Pedestrian Safety Improvements	Streetscape	\$ 20,000
9	John A. Logan College	John A. Logan College Multi-Use Trail	Bike/Ped	\$ 440,000
District 9 Total				\$ 470,400
Grand Total				\$ 35,687,690

2017 INVEST IN COOK



Toni Preckwinkle, President

Cook County Board of Commissioners

Martha Martinez, Chief Administrative Officer

Bureau of Administration



John Yonan, P.E., Superintendent

Department of Transportation & Highways



2017 INVEST IN COOK AWARDS

PROJECT NAME	APPLICANT	PROJECT TYPE	PROJECT PHASE	AWARDED
West Bartlett Road/Devon Avenue Swale and Bike Path Replacement	Village of Bartlett	Bike/Ped	Design Engineering	\$75,000
Ride Hailing Technologies Study and Pilot: Reducing Intermodal Transport Gaps and Improving Access to Jobs for All	Village of Bedford Park	Transit	Planning Study	\$221,800
Proviso Drive Improvements	Village of Berkeley	Freight	Preliminary Engineering	\$342,000
El Paseo Bicycle and Pedestrian Path	Chicago Department of Planning and Development	Bike/Ped	Right-of-Way	\$500,000
Vision Zero High Crash Corridor Improvements	Chicago Department of Transportation	Roadway, Bike/Ped and Transit	Construction	\$1,374,125
Ridgeland Corridor Bus Pads/ Shelter Project	Village of Chicago Ridge	Transit	Design Engineering and Construction	\$187,500
The Blue Island Yard Joint Rail Intermodal Facility: Division Street	Chicago Southland Economic Development Corporation	Freight	Preliminary Engineering	\$200,000
CTA Blue Line Traction Power Study	Chicago Transit Authority (CTA)	Transit	Planning Study	\$235,000
135th Street Resurfacing	Village of Crestwood	Roadway, Bike/Ped	Preliminary Engineering	\$90,000
Des Plaines River Bike Trail at the Union Pacific Railroad	Forest Preserve District of Cook County	Bike/Ped	Preliminary Engineering	\$100,000
Franklin Avenue Reconstruction Project	Village of Franklin Park	Freight	Planning Study	\$320,000
Skokie Valley Trail Improvements	Village of Glenview	Bike/Ped	Preliminary Engineering	\$188,000
Butler Drive: Improving Safety and Mobility of Truck Traffic at the Illinois Port District	Illinois International Port District	Freight	Preliminary Engineering	\$300,000
Connecting Pedestrians to Pace	Village of Lansing	Bike/Ped	Preliminary Engineering	\$70,000
Touhy Avenue and Cicero Avenue Geometry Improvements	Village of Lincolnwood	Roadway	Preliminary Engineering	\$175,000
Washington Blvd - 22nd Avenue to 1st Avenue	Village of Maywood	Roadway, Bike/Ped	Preliminary Engineering	\$206,000
Armitage Avenue Reconstruction	Village of Melrose Park	Freight, Bike/Ped	Preliminary Engineering	\$203,000
Renovation of the 147th Street (Sibley Blvd.) Metra Electric Station	Metra, the Commuter Rail Division of the RTA	Transit	Design Engineering	\$300,000
Waukegan Road Sidewalk Gap	Village of Northfield	Bike/Ped	Construction	\$201,000
South Halsted Bus Corridor Enhancement Project: Environmental Analysis and Advanced Design	Pace Suburban Bus	Transit	Planning Study	\$500,000

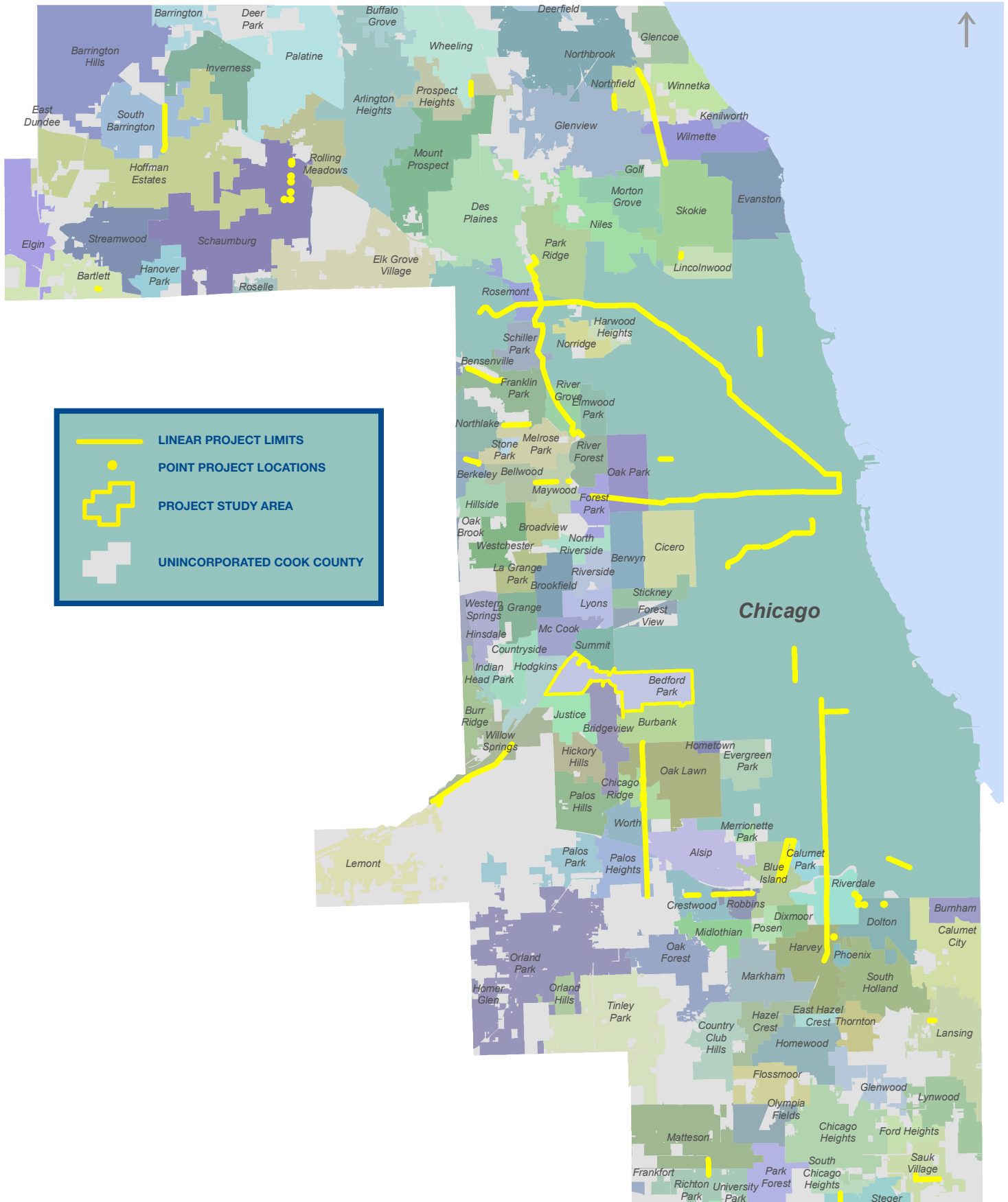


2017 INVEST IN COOK AWARDS

PROJECT NAME	APPLICANT	PROJECT TYPE	PROJECT PHASE	AWARDED
Wolf Road Sidewalk Connectivity Project	City of Prospect Heights	Bike/Ped	Construction	\$140,000
Poplar Avenue Bike Trail Extension	Village of Richton Park	Bike/Ped	Preliminary Engineering	\$45,000
135th Street Resurfacing	Village of Robbins	Roadway	Construction	\$330,000
Des Plaines River Trail-Touhy Avenue to North Avenue	Village of Rosemont West Central Municipal Conference	Bike/Ped	Preliminary Engineering	\$309,000
223rd Street and Cornell Avenue Street Rehabilitation	Village of Sauk Village	Roadway	Construction	\$75,000
Greater Woodfield Area Traffic Flow Improvements	Village of Schaumburg	Roadway	Construction	\$200,000
Barrington Road Bike Path	Village of South Barrington	Bike/Ped	Construction	\$76,000
Freight Planning for the Dolton and Riverdale Gateway	South Suburban Mayors and Managers Association	Freight	Planning Study	\$120,000
Union Avenue Road Diet, Bike Lane and Sidewalk Infill Project	Village of Steger	Roadway, Bike/ Ped	Construction	\$90,000
Green Corridor	Village of Willow Springs	Freight, Bike/Ped	Preliminary Engineering	\$48,500



2017 INVEST IN COOK PROGRAM



Department of
Transportation
and Highways



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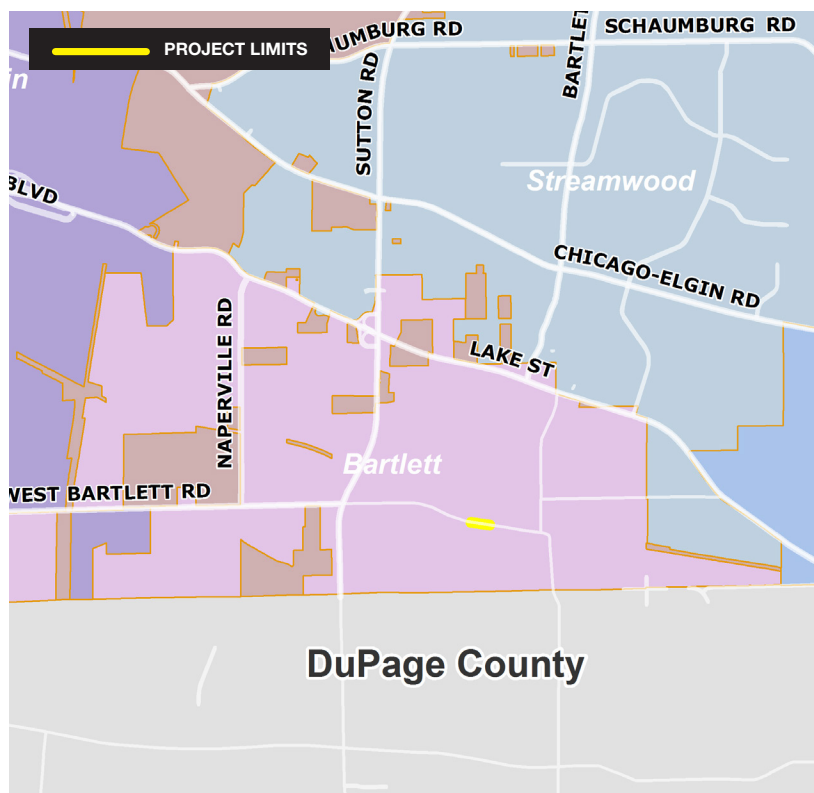


WEST BARTLETT ROAD/DEVON AVENUE SWALE AND BIKE PATH REPLACEMENT

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Bartlett	15	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Design Engineering	\$75,000	\$75,000

PROJECT DESCRIPTION

This grant will fund design engineering for an existing bike path along West Bartlett Road that has significant flooding. An improved design will eliminate drainage issues along the path, provide better alternative access to the downtown Metra station and jobs for residents without a car or with disabilities, and benefit Bartlett businesses.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips to key destinations; and
- **Maintains and modernizes** existing infrastructure.

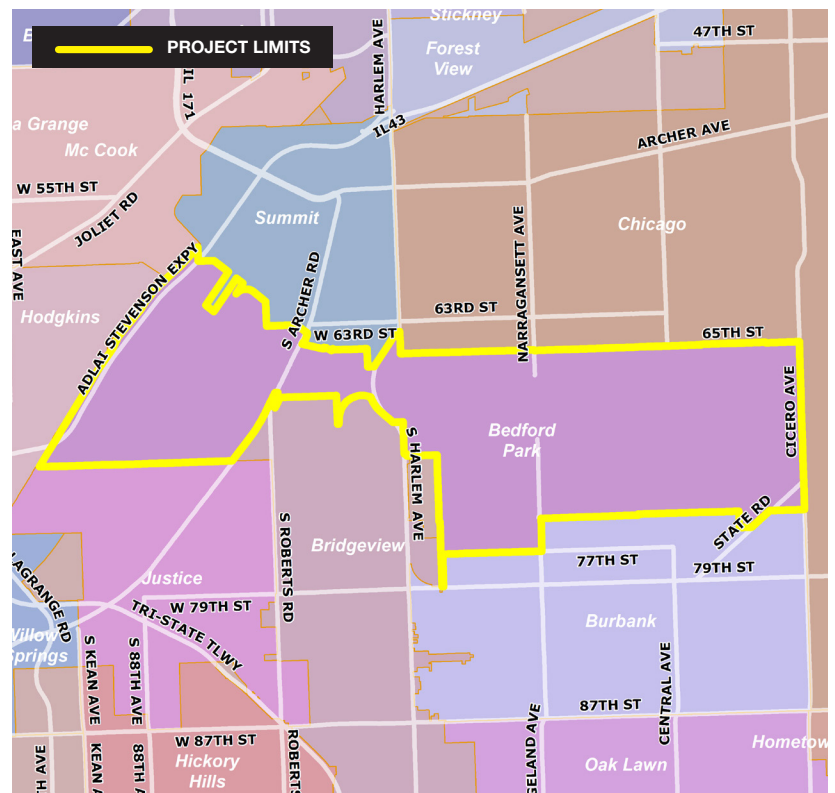


RIDE HAILING TECHNOLOGIES STUDY AND PILOT: REDUCING INTERMODAL TRANSPORT GAPS AND IMPROVING ACCESS TO JOBS FOR ALL

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Bedford Park	6, 11 and 16	Transit
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Planning Study and Pilot	\$221,800	\$360,000

PROJECT DESCRIPTION

This grant will fund a study and pilot to examine how emerging transportation alternatives such as ride hailing and sharing applications can be tapped to promote transit connectivity and equal access to employment opportunities. These technologies have the potential to reduce first-/last-mile gaps between transportation nodes and destinations within the Village. Existing gaps in service negatively impact workers, employers, visitors, and residents in Bedford Park, an important industrial and commercial jobs center for Cook County.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by ensuring that emerging private mobility services and technologies are integrated with the existing transportation system;
- **Promotes equal access** to opportunities for disadvantaged residents working in the community by providing more equitable transportation services; and
- **Increases investment in transportation** by leveraging other funding.

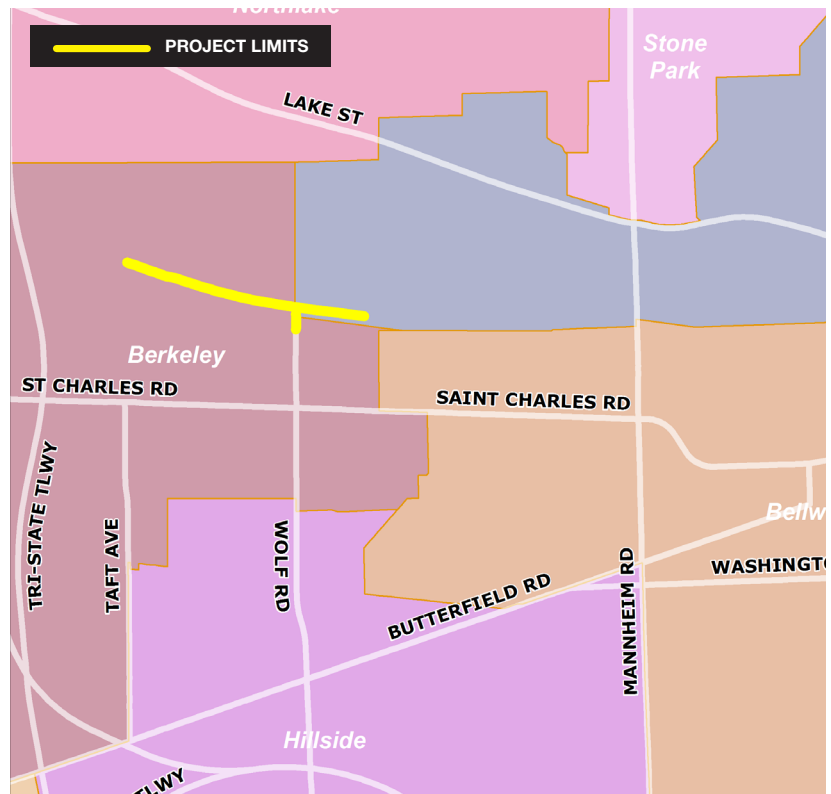


PROVISO DRIVE IMPROVEMENTS

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Berkeley	16 and 17	Freight
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$342,000	\$342,000

PROJECT DESCRIPTION

This grant funds preliminary engineering for the reconstruction of Proviso Drive, a truck route serving industrial districts in Berkeley and Melrose Park that also provides access to Union Pacific's Global II Intermodal Terminal and Proviso Yard—busy rail facilities in Cook County and critical drivers of the economy's freight sector. High level design concepts will be developed for Proviso Drive and a portion of Wolf Road to determine how best to provide improved truck access to warehouse and distribution businesses located in the industrial district and to ensure that these roads are designed to provide sufficient width and turning radii for commercial trucks.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Supports the region's role as a freight center** by:
 - Fostering efficient operations and growth in the freight sector;
 - Reinforcing freight-supportive land uses;
- **Promotes equal access** to opportunities for an underserved community; and
- **Maintains and modernizes** existing transportation infrastructure.



EL PASEO BICYCLE AND PEDESTRIAN PATH

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Chicago Department of Planning and Development	7	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Right-of-Way Acquisition	\$500,000	\$1,500,000

PROJECT DESCRIPTION

This grant funds right-of-way acquisition for the creation of a new bicycle and pedestrian trail. The El Paseo path will convert abandoned rail tracks along Sangamon Street, Cermak Road, Blue Island Avenue and 26th Street into a 4-mile at-grade bicycle and walking path connecting the Pilsen and Little Village neighborhoods. These communities currently have only .59 acres of open space per 1,000 residents, well below the city's minimum recommendations. Potential features for the trail include cross-generational gathering spaces; community gardens; art, mural, or cultural installations; separated lanes for walking/biking; natural areas; signage; and stormwater management features.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips and connecting neighborhoods;
- **Promotes equal access** to opportunities in disadvantaged communities in south and west Cook County; and
- **Increases investment in transportation** by leveraging other funding.

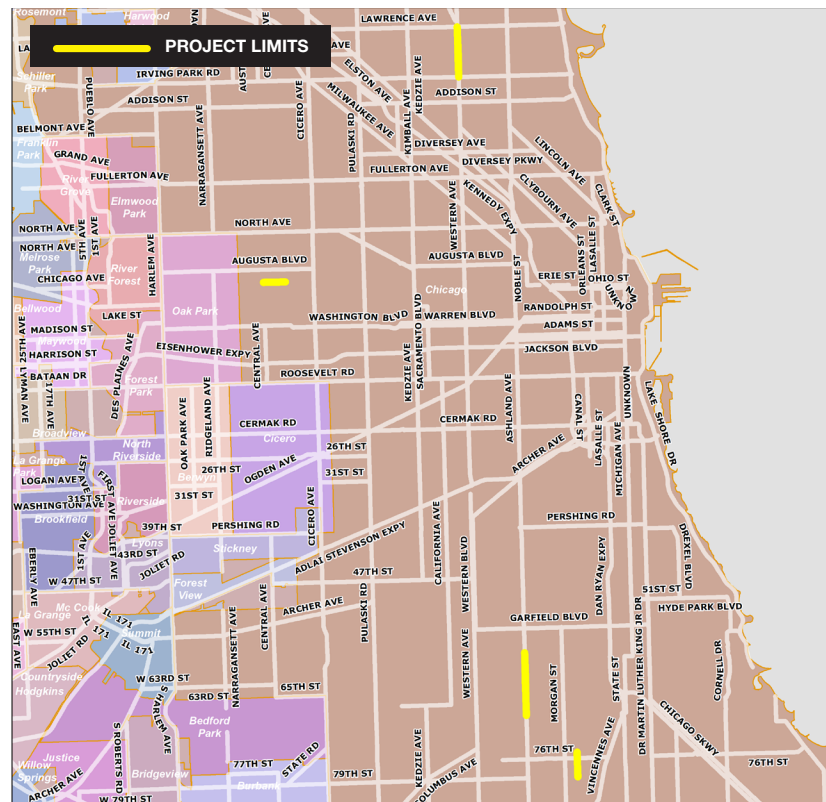


VISION ZERO HIGH CRASH CORRIDOR IMPROVEMENTS

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Chicago Department of Transportation	1, 2, 3, 10 and 12	Roadway, Bike/Ped and Transit
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Construction	\$1,374,125	\$1,374,125

PROJECT DESCRIPTION

This grant is for construction funding to implement traffic safety improvements and improved pedestrian and bicycle accommodations on four High Crash Corridors within Chicago. Improvements will include sidewalk rehabilitation and street trees, new ADA ramps, pedestrian refuge islands, curb bump-outs, and pedestrian signalization improvements such as pedestrian countdown timers and leading pedestrian intervals. These improvements will make it safer and more inviting to walk, bike, and access transit. Landscaping and narrowed travel lanes will also create a more inviting streetscape and encourage slower speeds.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips and making travel safer for all users;
- **Promotes equal access** to opportunities in disadvantaged communities in south and west Cook County; and
- **Maintains and modernizes** existing infrastructure while also enhancing the quality of life in the affected communities.

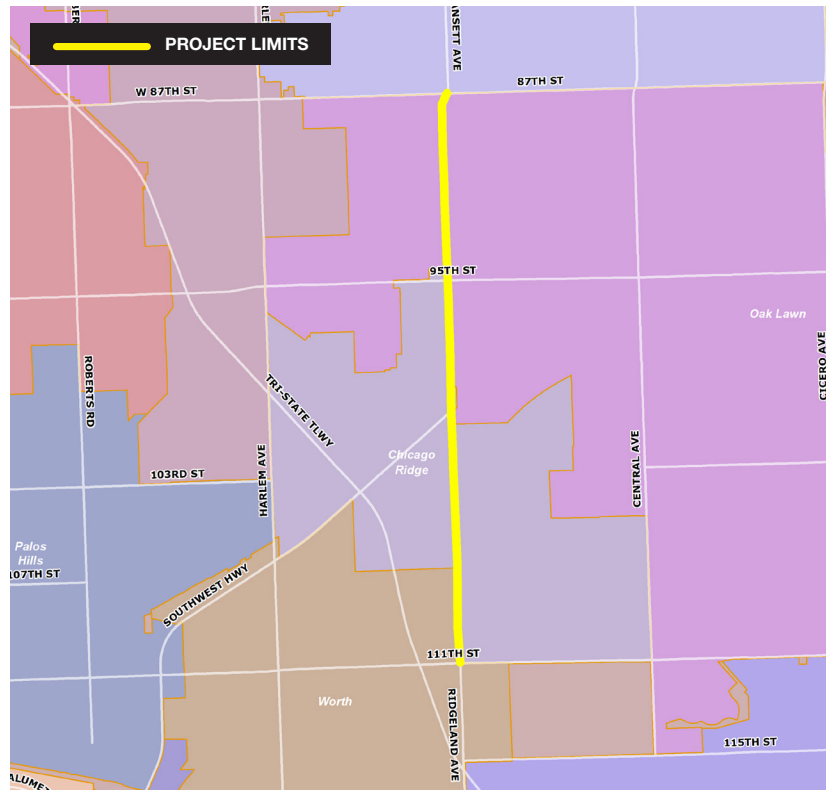


RIDGELAND CORRIDOR BUS PADS/SHELTER PROJECT

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Chicago Ridge	6 and 17	Transit
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Design Engineering and Construction	\$187,500	\$225,000

PROJECT DESCRIPTION

In 2013, Cook County, in partnership with the Regional Transportation Authority and adjoining communities, completed a corridor study of Ridgeland Avenue from 87th Street to 111th Street that prioritized the installation of bus pads and shelters at existing Pace bus stops in support of transit riders along this route. Design engineering will identify strategic locations for new concrete pads and shelters along the corridor based upon ridership volumes and proximity to trip-generating facilities such as shopping centers, intersections with other Pace and/or Metra service, and other community destinations and cover the cost of their installation. The grant will pay for the installation of concrete pads upon which Pace can place bus shelters.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by providing shelters for users of public transportation;
- **Maintains and modernizes** existing transportation infrastructure while also enhancing the quality of life in the affected communities; and
- **Increases investment in transportation** by leveraging other funding.

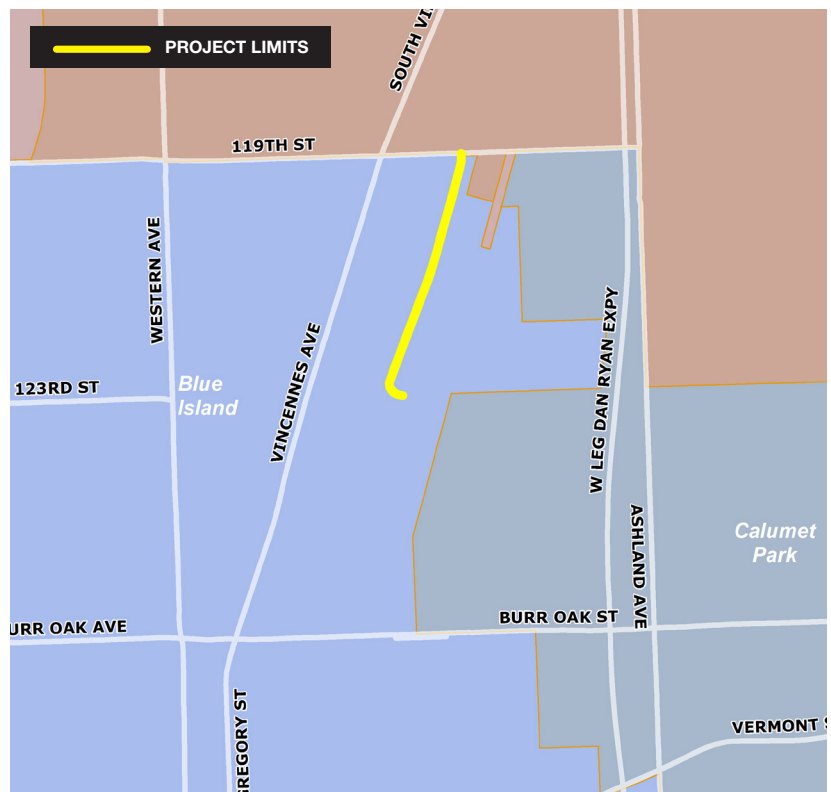


THE BLUE ISLAND YARD JOINT RAIL INTERMODAL FACILITY: DIVISION STREET

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Chicago Southland Economic Development Corporation	5	Freight
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$200,000	\$200,000

PROJECT DESCRIPTION

This grant funds preliminary engineering for the reconstruction of Division Street, a road that provides truck access to the Iowa Interstate Railroad and Chicago Rail Link's Blue Island Intermodal Yards. This freight project will improve the safety of existing trucking operations and encourage new business development along the route and additional shipping activity on these short line railroads by bringing a deficient road to a state of good repair.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Supports the region's role as a freight center** by:
 - Fostering efficient operations and growth in the freight sector;
 - Reinforcing freight-supportive land uses;
- **Promotes equal access** to opportunities by facilitating economic growth in an area with few jobs;
- **Maintains and modernizes** existing transportation infrastructure; and
- **Increases investment in transportation** by leveraging other funding.

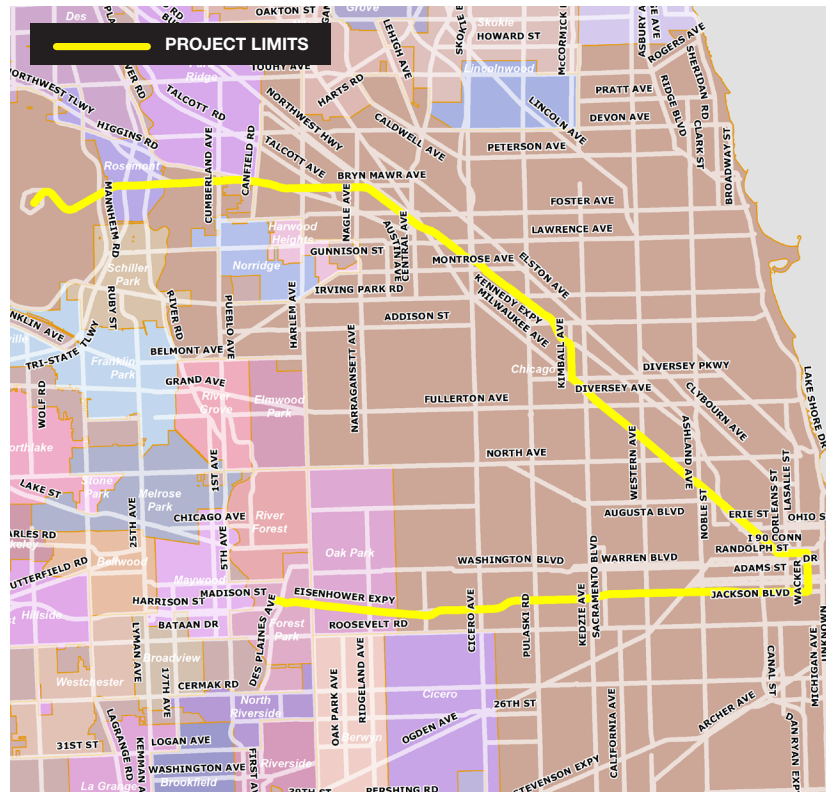


CTA BLUE LINE TRACTION POWER STUDY

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Chicago Transit Authority (CTA)	1, 2, 3, 8, 9, 10 and 12	Transit
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Feasibility/Planning Study	\$235,000	\$625,000

PROJECT DESCRIPTION

This grant funds a comprehensive traction power study on the CTA Blue Line to inform conceptual planning activities and improve the line's capacity and reliability. The traction power study will enable CTA to make strategic recommendations on critical enhancements to its rail system, increasing its speed, reliability, and efficiency. Identified improvements will increase capacity on a line that is limited in its ability to provide a necessary level of traction power to meet growing demand.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips;
- **Promotes equal access** to opportunities in disadvantaged communities in west Cook County;
- **Maintains and modernizes** existing infrastructure while also enhancing the quality of life in the affected communities; and
- **Increases investment in transportation** by leveraging other funding.



135th STREET RESURFACING PROJECT

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Crestwood	6	Roadway, Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$90,000	\$213,980

PROJECT DESCRIPTION

This grant will fund preliminary engineering for the resurfacing of 135th Street, an improvement expected to include a new bike path, ADA compliant sidewalks, crosswalk improvements, pedestrian flashing beacon and a new storm sewer system. This project will provide connectivity to other existing and future paths and sidewalks within Crestwood and the neighboring Villages of Robbins and Midlothian, and to a multi-use path in the Cook County Forest Preserve's Rubio Woods Preserve (Tinley Creek Trail).



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips, connections between communities and access to natural resources;
- **Promotes equal access** to opportunities by investing in underserved communities in the south suburbs;
- **Maintains and modernizes** existing transportation infrastructure while also enhancing the quality of life in the affected communities; and
- **Increases investment in transportation** by leveraging other funding.

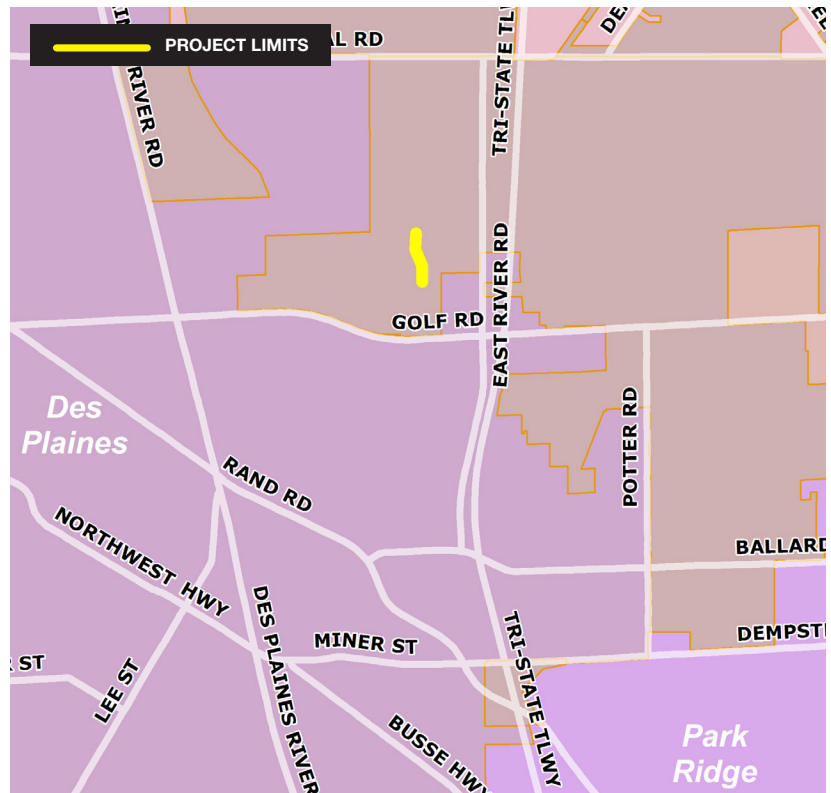


DES PLAINES RIVER BIKE TRAIL AT THE UNION PACIFIC RAILROAD

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Forest Preserve District of Cook County	9	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$100,000	\$150,000

PROJECT DESCRIPTION

This grant funds preliminary engineering to address a significant gap in the Des Plaines River Trail at the Union Pacific Railroad tracks located just north of Golf Road in the City of Des Plaines. The railroad tracks north of Golf Road create a significant interruption to the Trail's continuity, present an unsafe environment for trail users, and discourage use of the trail by residents of neighboring communities. Taken in tandem with the study to be carried out by the Village of Rosemont/the West Central Municipal Conference, this Forest Preserve study will encourage greater recreational use of the entire Des Plaines River Trail and the many natural facilities with which it connects.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips;
- **Maintains and modernizes** existing transportation infrastructure while also enhancing the quality of life in the affected communities; and
- **Increases investment in transportation** by leveraging other funding.

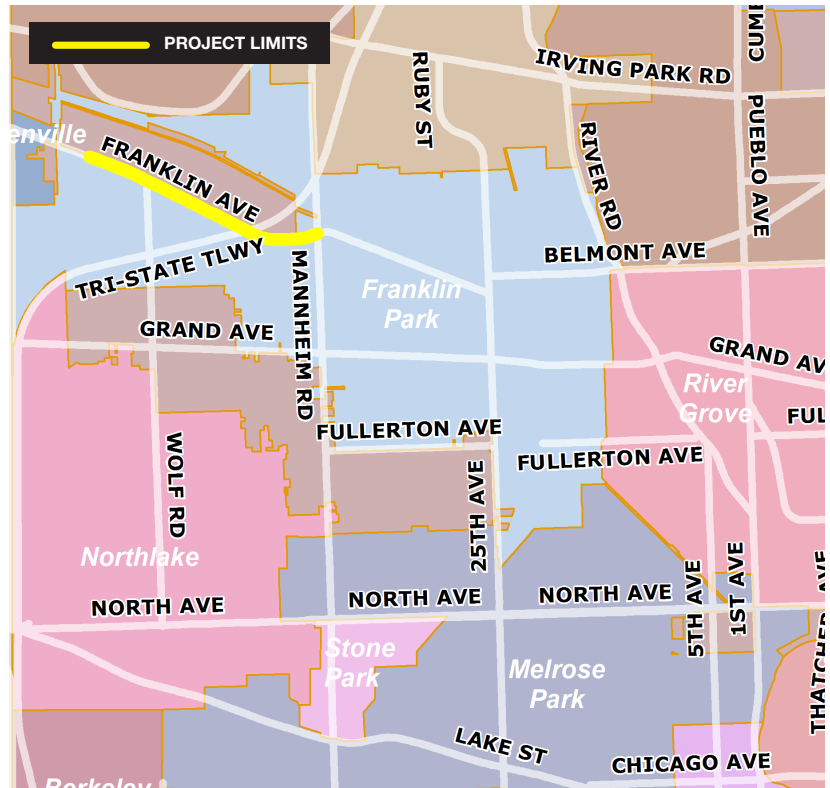


FRANKLIN AVENUE RECONSTRUCTION PROJECT

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Franklin Park	16 and 17	Freight
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Planning and Feasibility Study	\$320,000	\$1,600,000

PROJECT DESCRIPTION

This grant funds a planning and feasibility study for the reconstruction and widening of Franklin Avenue, an access road that serves 430 industrial businesses and 13,000 jobs within the Village of Franklin Park. The improvement is necessitated by narrow roads that make it difficult for trucks to navigate through the industrial area and by a projected increase in freight and vehicular traffic resulting from the Elgin O'Hare Western Access. The feasibility study will include a multi-use path for pedestrians and bicyclists designed to strengthen employee connections to Pace routes and the Metra Mannheim Station.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** will be enhanced by providing a multi-use trail for employees on bicycle and foot wanting to connect to public transportation;
- **Supports the region's role as a freight center** by:
 - Fostering efficient operations and growth in the freight sector;
 - Reinforcing freight-supportive land uses;
- **Maintains and modernizes** existing transportation infrastructure; and
- **Increases investment in transportation** by leveraging other funding.

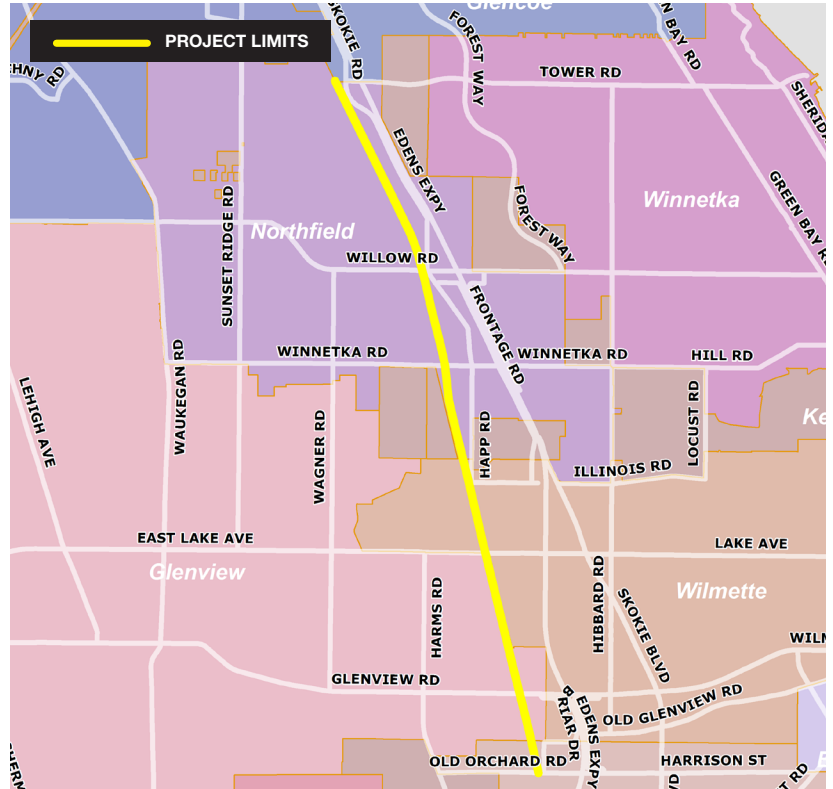


SKOKIE VALLEY TRAIL IMPROVEMENTS

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Glenview	13 and 14	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$188,000	\$290,000

PROJECT DESCRIPTION

This grant will fund preliminary engineering of a 3.9-mile segment of the Skokie Valley Trail—the last remaining gap in this regionally significant trail, which provides bike connectivity between Lake Bluff and Chicago. The Villages of Glenview (sponsor), Northfield and Wilmette propose to study how this multi-use trail should be designed and built along a discontinued Union Pacific Railroad corridor and Com Ed right-of-way that traverse these communities. The proposed segment of the Skokie Valley Trail will provide a regional bike connection between Lake and Cook Counties, multiple communities, regional and local trail networks, transit stations, schools, retail establishments, parks, natural areas and employment centers.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips, connections between counties in the region and access to many natural resources; and
- **Increases investment in transportation** by leveraging other funding.

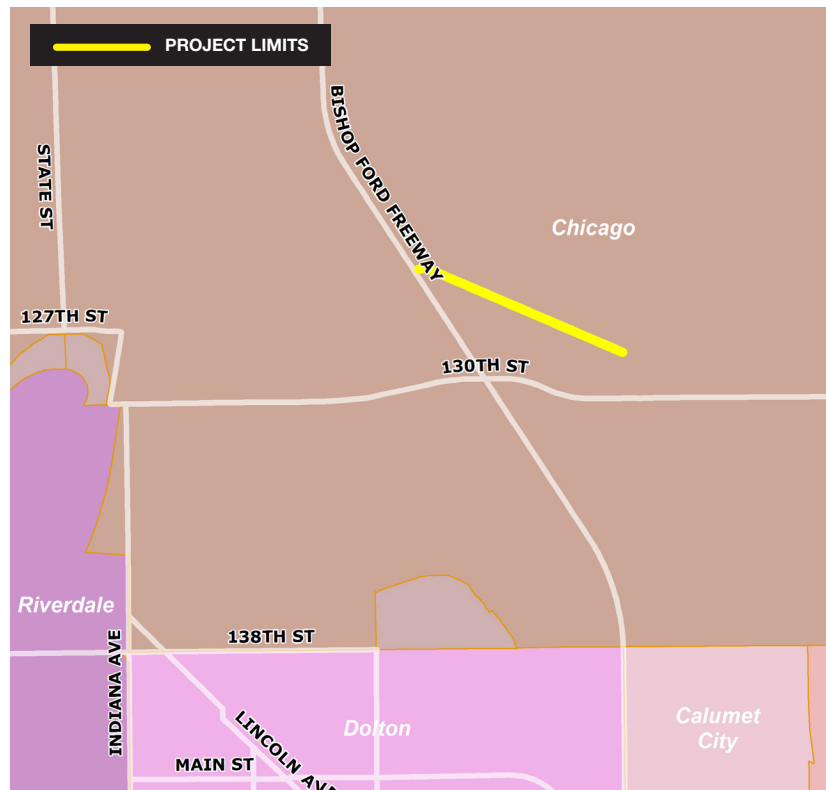


BUTLER DRIVE: IMPROVING SAFETY AND MOBILITY OF TRUCK TRAFFIC AT THE ILLINOIS PORT DISTRICT

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Illinois International Port District	4	Freight
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$300,000	\$300,000

PROJECT DESCRIPTION

This grant funds preliminary engineering for the reconstruction of Butler Drive in support of numerous bulk material suppliers and logistics firms operating in the Illinois International Port District. On average, 300 trucks enter the Port every day. Butler Drive's improvement will eliminate degraded pavement and dirt sections, standing water after storms, and safety issues associated with the existing road's poor condition.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Supports the region's role as a freight center** by:
 - Fostering efficient operations and growth in the freight sector;
 - Reinforcing freight-supportive land uses;
- **Promotes equal access** to opportunities by facilitating economic growth in an economically distressed community;
- **Maintains and modernizes** existing transportation infrastructure; and
- **Increases investment in transportation** by leveraging other funding.

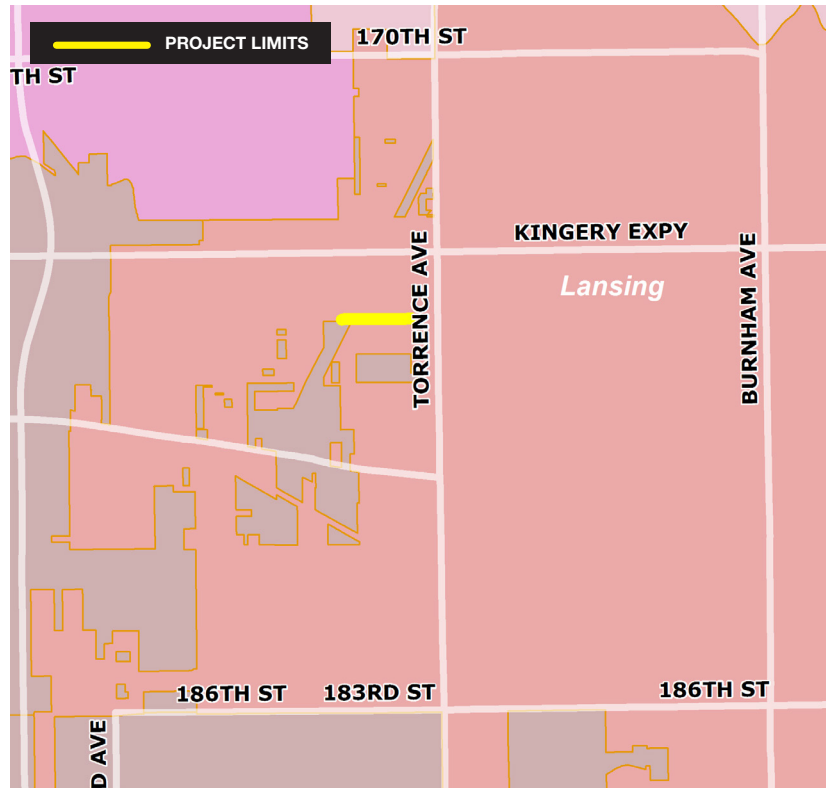


CONNECTING PEDESTRIANS TO PACE

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Lansing	4	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$70,000	\$102,300

PROJECT DESCRIPTION

This grant is for preliminary engineering to build a sidewalk along the south side of 176th Place between Torrence Avenue and Locust Street. The intersection of 176th Place and Torrence Avenue is home to several neighborhood commercial businesses and a bus stop for Pace Route No. 358/Torrence, which has 540 riders a day and provides weekday and Saturday service from the Pace Chicago Heights Terminal to the South Shore Railroad.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips;
- **Promotes equal access to opportunities** in disadvantaged communities in the south suburbs; and
- **Increases investment in transportation** by leveraging other funding.

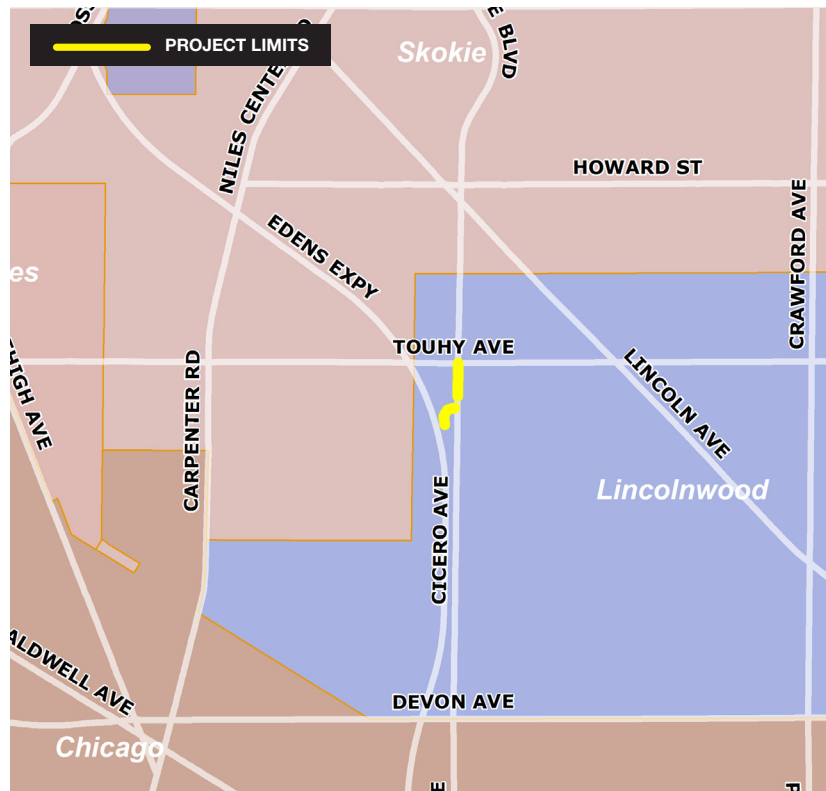


TOUHY AVENUE AND CICERO AVENUE GEOMETRY IMPROVEMENTS

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Lincolnwood	13	Roadway
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$175,000	\$250,000

PROJECT DESCRIPTION

This grant will fund preliminary engineering for the Touhy and Cicero Geometry Improvement Project in Lincolnwood. Presently traffic backs up 600 feet or more onto the Edens Expressway because the ramp is too narrow and lacks a right-hand turn lane onto southbound Cicero. This study will lead to mobility improvements by examining the options that exist for: widening the northbound Edens – eastbound Touhy exit ramp, widening Cicero Avenue between the ramp and Touhy Avenue, creating a right-turn lane to southbound Cicero, and installing traffic signal and ADA improvements at the intersection of Touhy and Cicero that make for a better and safer pedestrian experience.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips;
- **Maintains and modernizes** existing transportation infrastructure serving multiple north shore municipalities while also enhancing the quality of life in Lincolnwood, the host community for the transportation facility; and
- **Increases investment in transportation** by leveraging other funding.

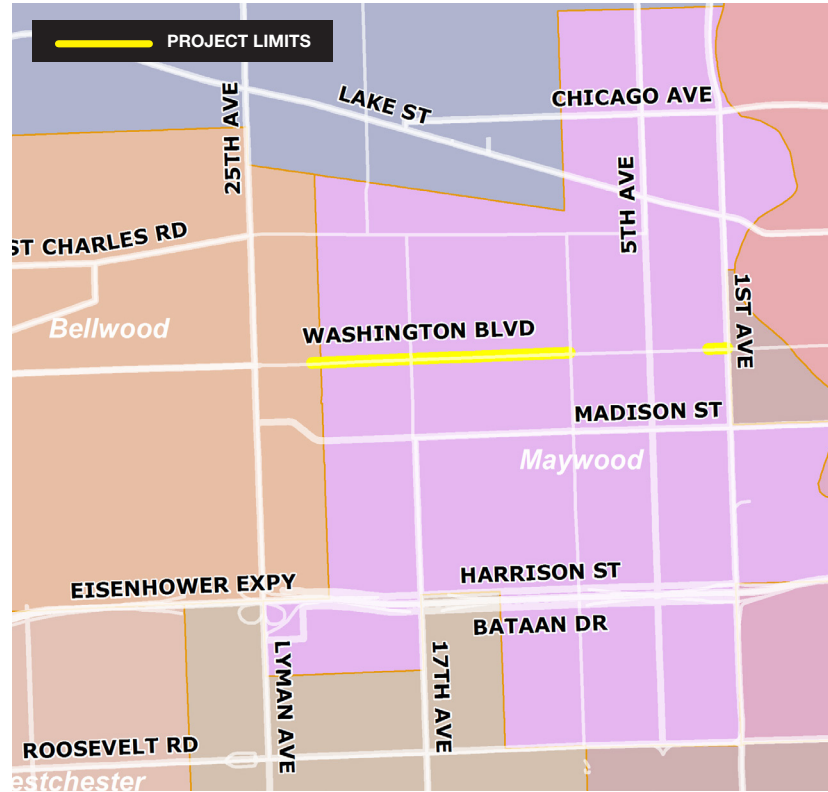


WASHINGTON BLVD - 22nd AVENUE TO 1st AVENUE

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Maywood	1	Roadway with Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$206,000	\$206,000

PROJECT DESCRIPTION

Washington Boulevard connects residents to Washington Dual Language Academy elementary school, two Village parks, the 5th Avenue Business District, and the Cook County Forest Preserve on the east side of the Village. This grant funds preliminary engineering for roadway resurfacing, new curb and gutter, the potential for bike lanes, and improved drainage. An improved Washington Boulevard will enhance access to the forest preserves and Pace bus service.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by adding a bike lane for residents wanting to bike and or walk to connect to public transportation or the Forest Preserve;
- **Promotes equal access to opportunities** by investing in an underserved community in the west suburbs; and
- **Maintains and modernizes** existing transportation infrastructure while also enhancing the quality of life in the affected communities.

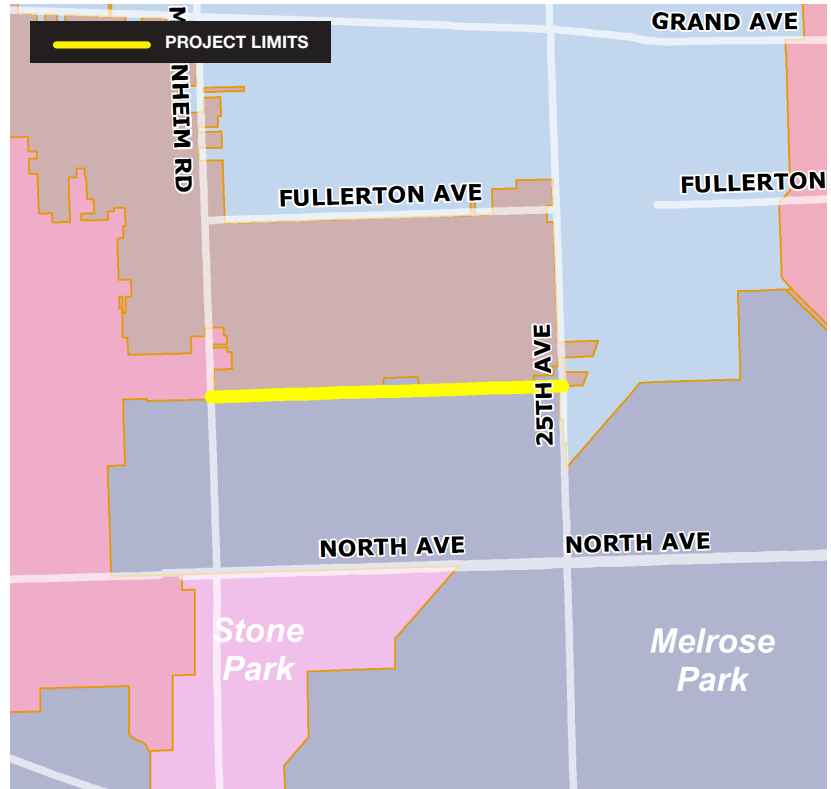


ARMITAGE AVENUE RECONSTRUCTION

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Melrose Park	16	Freight, Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$203,000	\$350,000

PROJECT DESCRIPTION

Armitage Avenue serves as the northern border and primary truck route for Melrose Park's industrial district and the southern border for a residential area located in unincorporated Cook County. This preliminary engineering grant will enable the preparation of a multimodal concept for the road's reconstruction that addresses: local industry's needs to ship materials and products by truck, residents' desire to bike and walk, and flooding associated with Silver Creek following major storms.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and transportation alternatives** by providing a multi-use trail for residents wanting to bike and walk and/or to connect to public transportation;
- **Supports the region's role as a freight center** by:
 - Fostering efficient operations and growth in the freight sector;
 - Reinforcing freight-supportive land uses;
- **Maintains and modernizes** existing transportation infrastructure while also enhancing the quality of life in the affected communities; and
- **Increases investment in transportation** by leveraging other funding.



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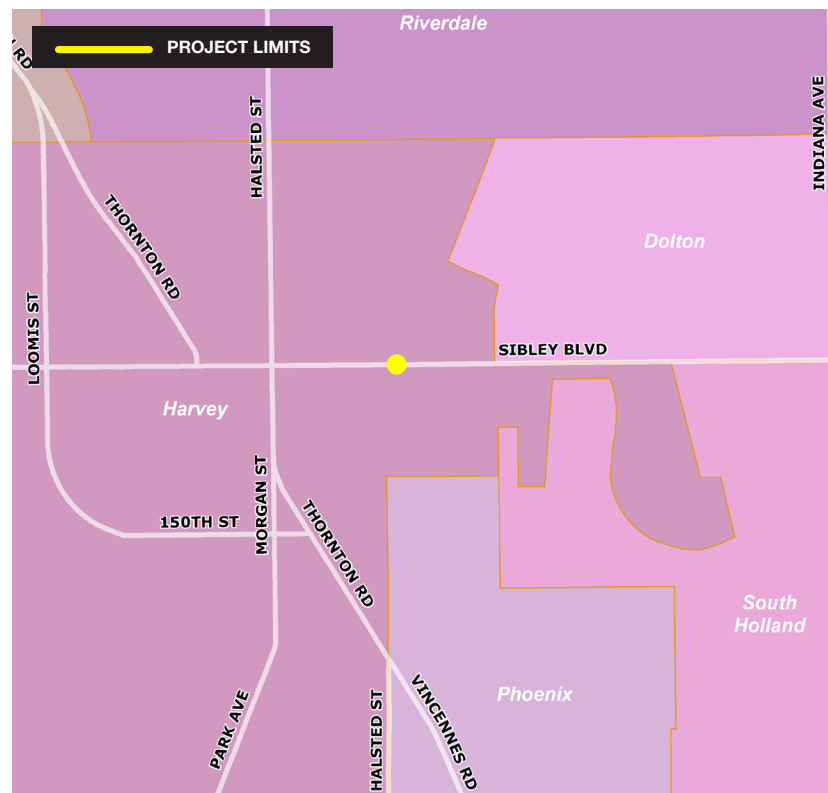
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RENOVATION OF THE 147th STREET (SIBLEY BLVD.) METRA ELECTRIC STATION

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Metra, the Commuter Rail Division of the RTA	5	Transit
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Design Engineering	\$300,000	\$600,000

PROJECT DESCRIPTION

The 147th Street Metra Electric Station in the City of Harvey has more than 1,000 weekday riders and is in need of renovation. This grant will fund design engineering to create a new station entrance, new warming shelters and platforms, a new elevator for ADA accessibility, and a canopy over half of the platform area.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by providing public transportation facilities that make riding transit a more enjoyable experience;
- **Promotes equal access** by investing in an underserved community in south Cook County;
- **Maintains and modernizes** existing transportation infrastructure; and
- **Increases investment in transportation** by leveraging other funding.

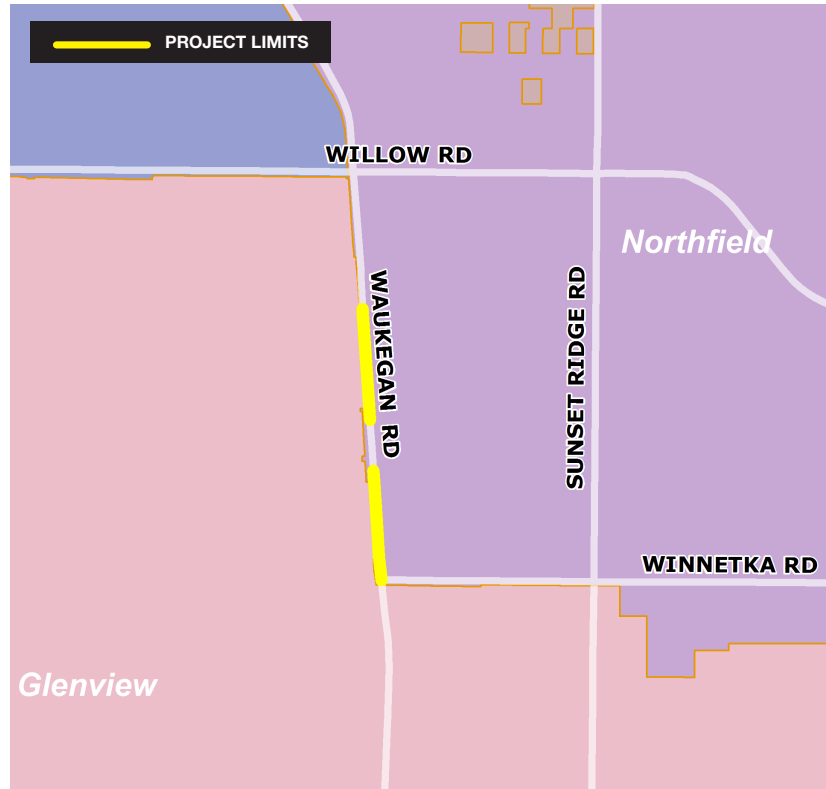


WAUKEGAN ROAD SIDEWALK GAP

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Northfield	14	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Construction	\$201,000	\$288,500

PROJECT DESCRIPTION

This grant will fund the construction of a sidewalk on the east side of Waukegan Road from the College of American Pathologists to Winnetka Road—one of the only stretches on Waukegan Road in Cook County without a sidewalk. The newly-built sidewalks will serve low to moderate income individuals living in residential areas adjoining Waukegan Road. This project will provide safe pedestrian access to existing transit routes and increase the number of accessible jobs to those who depend on public transit for getting to work.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and transportation alternatives** by encouraging non-auto trips;
- **Promotes equal access** for an underserved community; and
- **Increases investment in transportation** by leveraging other funding.

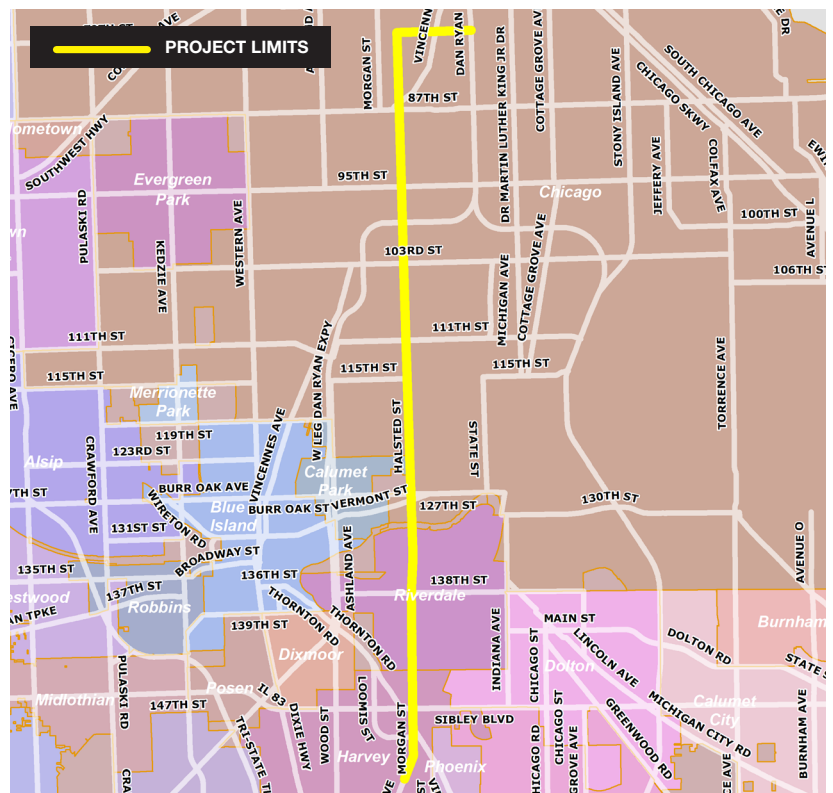


SOUTH HALSTED BUS CORRIDOR ENHANCEMENT PROJECT: ENVIRONMENTAL ANALYSIS AND ADVANCED DESIGN

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Pace Suburban Bus	3, 4 and 5	Transit
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Feasibility/Planning Study	\$500,000	\$600,000

PROJECT DESCRIPTION

This grant funds a study to explore the feasibility of installing targeted bus-priority treatments such as Transit Signal Priority, limited stop service, and raised platforms. The study will also look at coordinating service improvements from the CTA Red Line 79th Street Station in Chicago to the Pace Transportation Center at 154th Street and Park Avenue in the City of Harvey. CTA and Pace operate two routes each, including Pace's only 24-hour route, along this 11-mile corridor. Bus priority treatments along South Halsted are designed to improve critical transit services through predominantly low- and moderate-income, minority communities.



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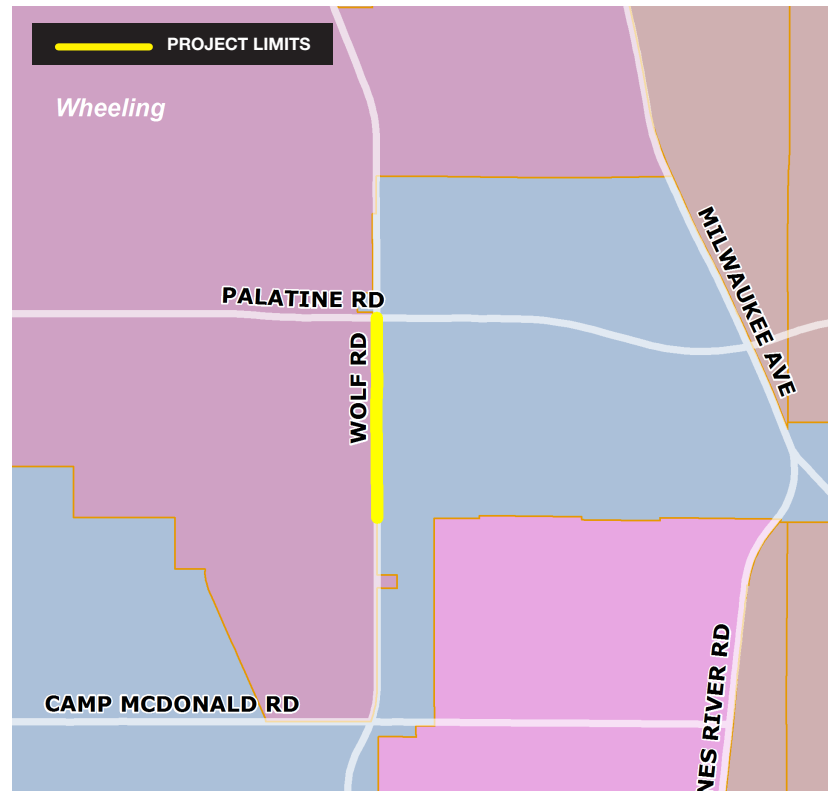


WOLF ROAD SIDEWALK CONNECTIVITY PROJECT

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
City of Prospect Heights	14	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Construction	\$140,000	\$385,000

PROJECT DESCRIPTION

This grant funds the construction of sidewalks along Wolf Road to improve pedestrian and bicycle safety and mobility, and to provide an improved city streetscape. The project consists of a new sidewalk linking Wolf Road to intersecting sidewalks thereby creating a more fluid system for commuters, residents and students to travel without a car. The proposed sidewalk will connect the city's largest industrial park, Fed Ex's headquarters, Metra and Pace stations, the Briarwood Apartment Complex and Harper College.



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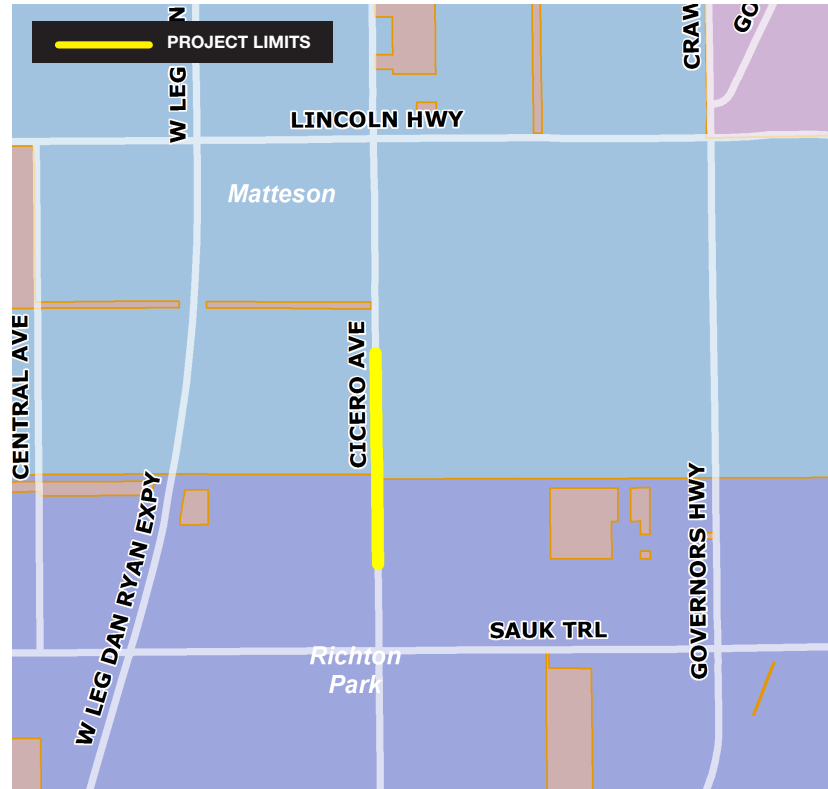


POPLAR AVENUE BIKE TRAIL EXTENSION

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Richton Park	6	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$45,000	\$45,000

PROJECT DESCRIPTION

This grant funds preliminary engineering for the extension of the existing Poplar Avenue Bicycle Trail in Richton Park from the Village's Metra station and its current terminus at Cicero Avenue to the popular Old Plank Trail in Matteson affording residents safe and expanded regional biking opportunities. To improve safety, a pedestrian crossing gate at the Metra train tracks and a single yellow stripe down the center of the path to separate users will be examined.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

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- **Promotes equal access** to opportunities in the south suburbs.

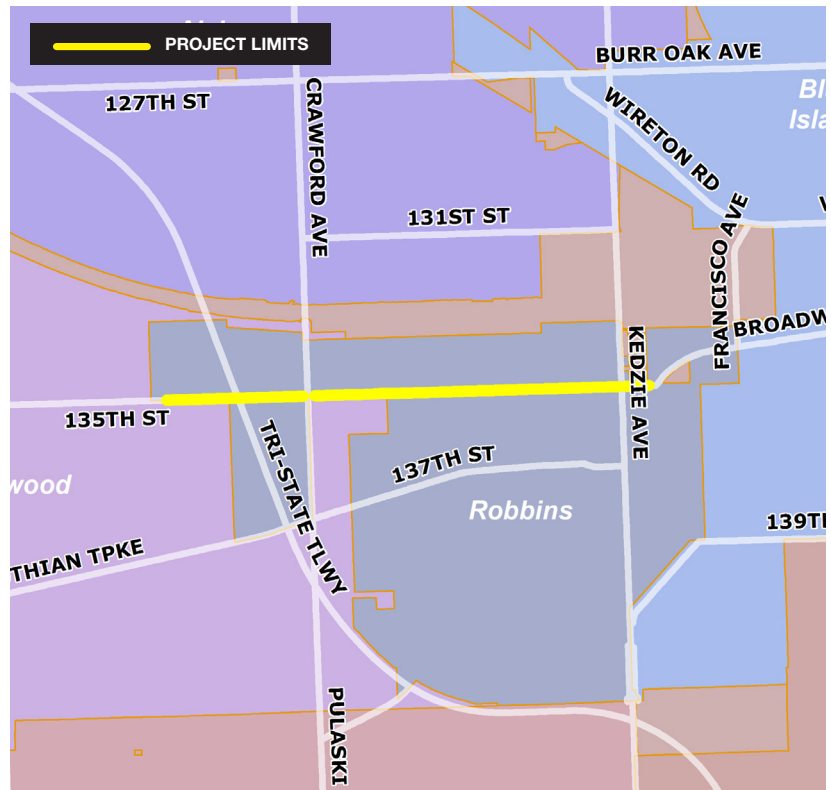


135th STREET RESURFACING PROJECT

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Robbins	5 and 6	Roadway
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Construction	\$330,000	\$1,650,000

PROJECT DESCRIPTION

The Village has identified three priority development areas for: (1) water detention and open and recreational spaces, (2) a transit oriented development, and (3) economic development as part of a community planning process. This grant will fund the resurfacing of 135th Street to facilitate redevelopment of the economic development district. This construction project will include ADA-compliant sidewalks, detectable warnings and handicap ramps to connect residents and workers to the proposed employment, recreational and residential areas.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips;
- **Promotes equal access** to opportunities by investing in underserved communities in the south suburbs;
- **Maintains and modernizes** existing transportation infrastructure while also enhancing the quality of life in the affected communities; and
- **Increases investment in transportation** by leveraging other funding.

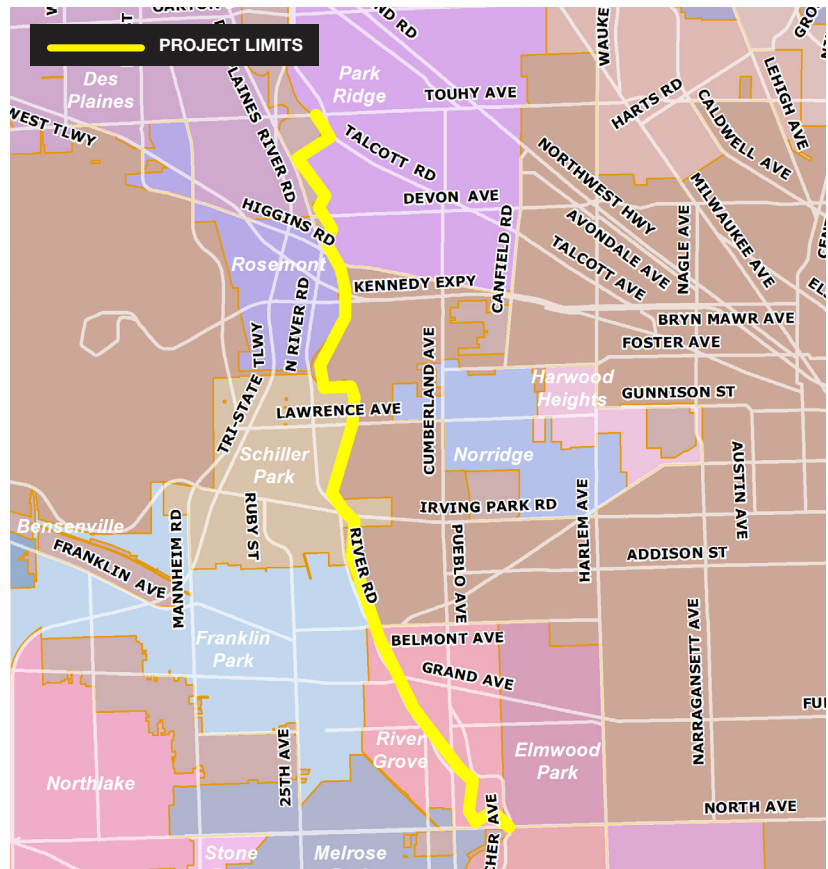


DES PLAINES RIVER TRAIL-TOUHY AVENUE TO NORTH AVENUE

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Rosemont West Central Municipal Conference	9	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$309,000	\$1,030,000

PROJECT DESCRIPTION

This grant funds preliminary engineering on an 8.5-mile segment of the Des Plaines River Trail system from North Avenue to Touhy Avenue. The West Central Municipal Conference and eight west suburban municipalities recognize that long-term improvements to the Des Plaines River Trail are needed to make the trail usable following heavy rain storms when flooding makes much of the trail impassable. The Chicago Metropolitan Agency for Planning identifies the Trail as a regionally-significant facility in its Northeastern Illinois Regional Greenways and Trails Plan because of its recreational value and the connections it provides between communities, parks, open spaces and other natural areas.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and other transportation alternatives** by encouraging non-auto trips and access to the region's many natural assets.
- **Maintains and modernizes** existing transportation infrastructure while also enhancing the quality of life in the affected communities; and
- **Increases investment in transportation** by leveraging other funding.

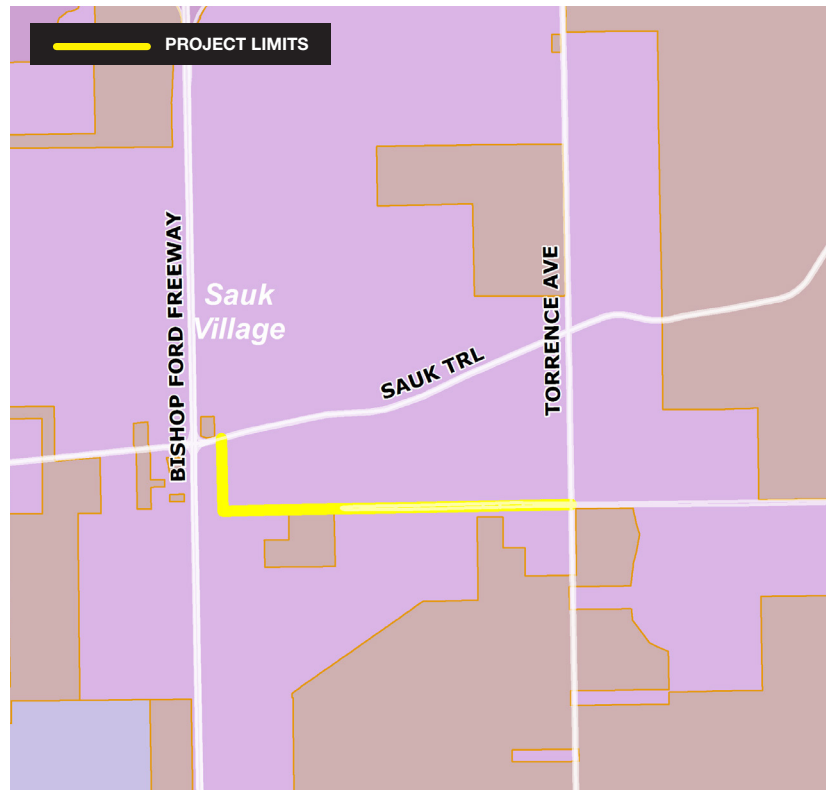


223rd STREET AND CORNELL AVENUE STREET REHABILITATION

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Sauk Village	6	Roadway
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Construction	\$75,000	\$754,000

PROJECT DESCRIPTION

This grant will fund construction to resurface/rehabilitate the section of 223rd Street and Cornell Avenue from Sauk Trail to Torrence Avenue—a roadway that connects residents to Pace bus service, several schools, healthcare facilities and retail stores. The project includes: repairing/removing existing curb and gutter, addressing drainage problems within the project limits, removing/replacing non-compliant and unsafe sidewalks along the route with ADA-compliant detectable warning ramps to improve pedestrian access and safety in the community.



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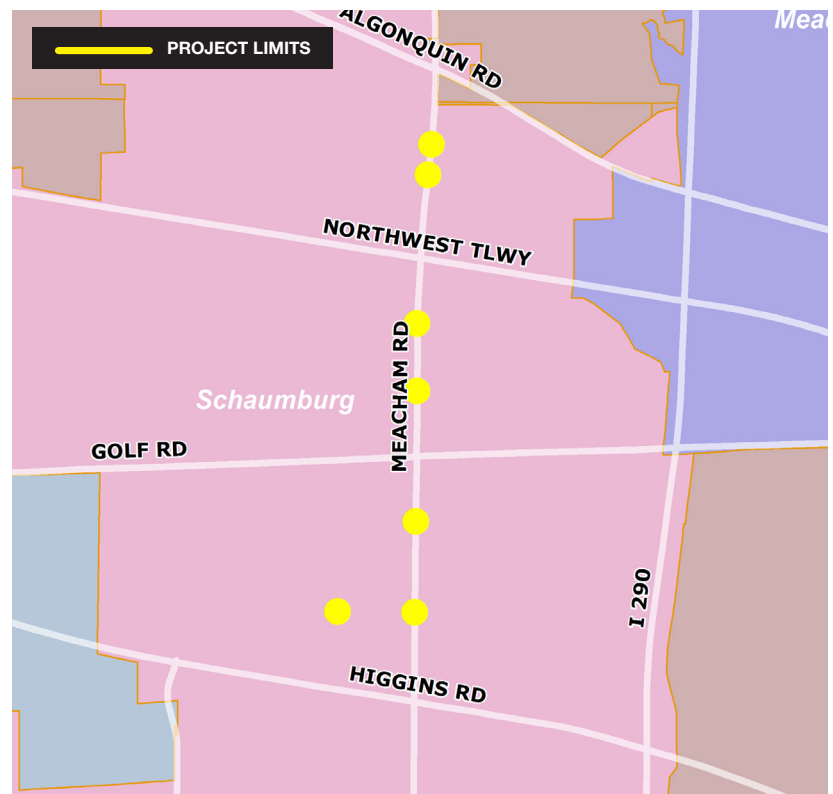


GREATER WOODFIELD AREA TRAFFIC FLOW IMPROVEMENTS

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Schaumburg	15	Roadway
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Construction	\$200,000	\$400,000

PROJECT DESCRIPTION

Schaumburg is the largest economic center in the State of Illinois outside the City of Chicago, and the Greater Woodfield Area has the highest concentration of business activity in the Village. This grant will modernize seven highly-congested intersections around Woodfield Mall and other shopping centers that present challenges for the fluid movement of traffic during peak hours. The goal of the project is to improve traffic flow by replacing the current loop detection system with video camera detection.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Maintains and modernizes** existing transportation infrastructure while also enhancing the quality of life in the community; and
- **Increases investment in transportation** by leveraging other funding.



Department of
Transportation
and Highways



AN INITIATIVE OF:



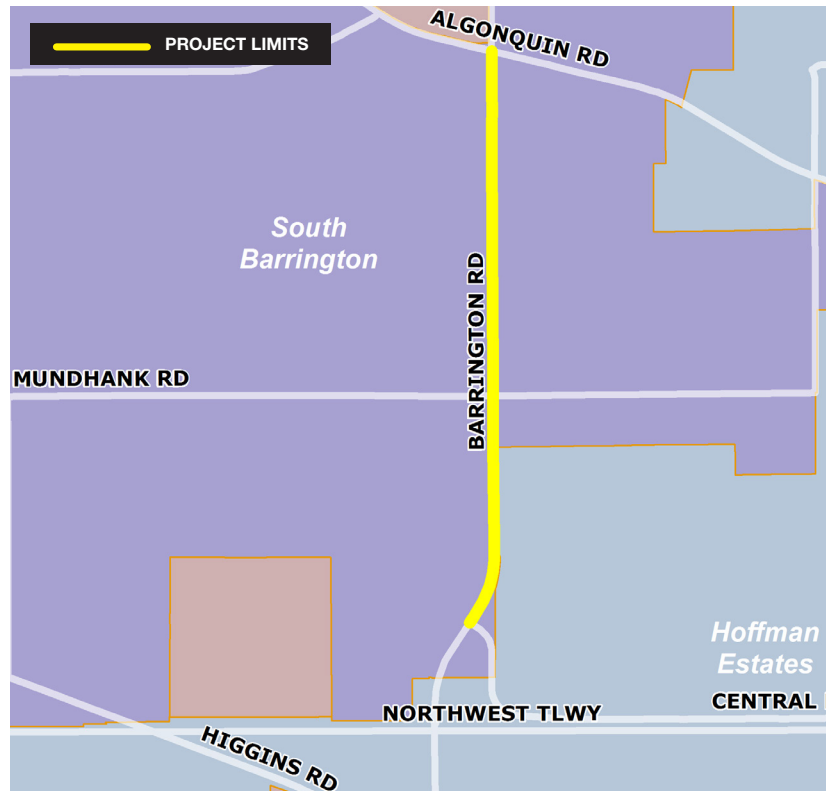
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BARRINGTON ROAD BIKE PATH

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of South Barrington	15	Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Construction	\$76,000	\$76,000

PROJECT DESCRIPTION

This grant funds construction of a multi-use bike and pedestrian asphalt path along the west side of Barrington Road from Algonquin Road to Central Road. This bike path will connect to the Crabtree Nature Center Trails and the Poplar Creek Trail System as recommended by the Chicago Metropolitan Agency for Planning in the bikeway feasibility study for Fox River Trail to Old Stover Trail and by IDOT as part of the Barrington Road widening project.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and transportation alternatives** by encouraging non-auto trips.



Department of
Transportation
and Highways



AN INITIATIVE OF: CONNECTING
COOK COUNTY

FREIGHT PLANNING FOR THE DOLTON AND RIVERDALE GATEWAY

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
South Suburban Mayors and Managers Association	5	Freight
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Planning Study	\$120,000	\$140,000

PROJECT DESCRIPTION

At-grade railroad crossings disproportionately affect Cook County's south suburbs. This planning study will examine 10 at-grade road/rail crossings in the communities of Dolton and Riverdale to determine which ones rank most highly from the perspective of residents and business people and to explore possible solutions for improving mobility in these two communities.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Supports the region's role as a freight center** by:
 - Fostering efficient operations and growth in the freight sector;
 - Reinforcing freight-supportive land uses;
- **Promotes equal access** to opportunities by
 - Addressing the inequitable provision of transportation assets and services;
 - Providing more reliable mobility in an area that experiences frequent delays as a result of freight trains;
- **Maintains and modernizes** existing transportation infrastructure while also enhancing the quality of life in the affected communities; and
- **Increases investment in transportation** by leveraging other funding.

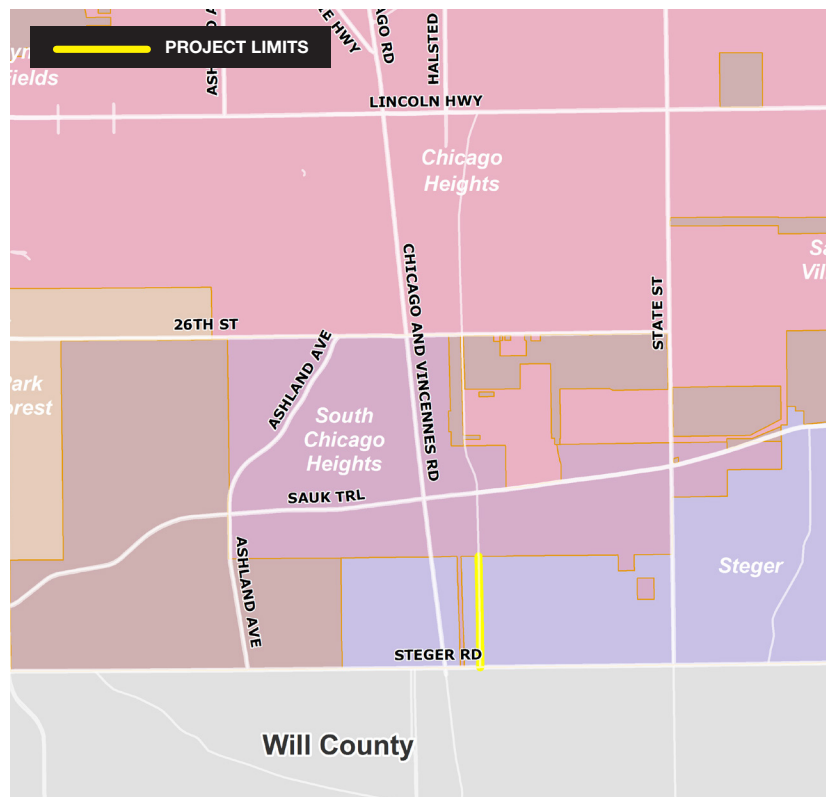


UNION AVENUE ROAD DIET, BIKE LANE AND SIDEWALK INFILL PROJECT

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Steger	6	Roadway, Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Construction	\$90,000	\$501,658

PROJECT DESCRIPTION

This grant funds construction on Union Avenue to reduce the number of auto lanes to allow for north- and south-bound bicycle lanes. The project continues a recently completed road diet completed along this corridor by South Chicago Heights. It also replaces sidewalks where they are failing and eliminates sidewalk gaps by installing new walkways. Pace operates bus service along this corridor so the improvement benefits pedestrians, bikers, transit riders and drivers.



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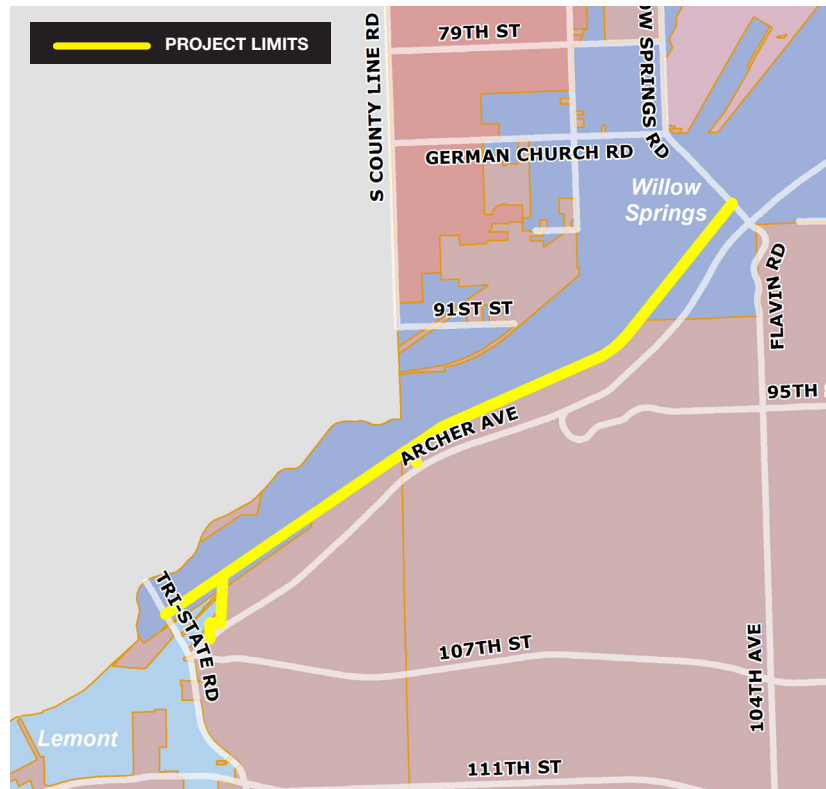


GREEN CORRIDOR

PROJECT APPLICANT	COUNTY BOARD DISTRICT(S)	PROJECT TYPE
Village of Willow Springs	17	Freight, Bike/Ped
PROJECT PHASE	INVEST IN COOK GRANT AWARD	TOTAL PHASE COST
Preliminary Engineering	\$48,500	\$385,000

PROJECT DESCRIPTION

This grant funds preliminary engineering for the construction of a new truck route connecting Archer Avenue to 40 acres of undeveloped Metropolitan Water Reclamation District property along the Illinois and Michigan Shipping Canal. Several businesses have expressed interest in developing this property for barge-oriented shipping firms but the lack of an access road has deterred redevelopment. The new roadway will serve existing industrial businesses along the Canal and will also improve safety along the adjoining bicycle and pedestrian trail. A bathroom and picnic grove used by riders of this trail will also be improved.



ALIGNMENT WITH *CONNECTING COOK COUNTY*

- **Prioritizes transit and transportation alternatives** by providing more amenities for bicyclists and pedestrians and safer crossings at the trail's crossing with the two intersecting roadways;
- **Supports the region's role as a freight center** by:
 - Fostering efficient operations and growth in the freight sector;
 - Reinforcing freight-supportive land uses;
- **Promotes equal access** to opportunities for an underserved community;
- **Maintains and modernizes** existing transportation infrastructure; and
- **Increases investment in transportation** by leveraging other funding.

