



Transportation Newsletter

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Dates to Remember

- May 20** **NWMC Bicycle and Pedestrian Committee—10:30 a.m.**
NWMC Offices
- May 22** **NWMC Transportation Committee—8:30 a.m.**
NWMC Offices
- May 29** **TMA of Lake-Cook Annual Meeting—9:00 a.m.**
Baxter Healthcare, One Baxter Parkway
- May 30** **Highway Safety Improvement Program (HSIP) Application Deadline** (see article on page 4)

Transportation Committee Talks Transit Reform, Federal Funding, O'Hare Study

The NWMC Transportation Committee met on April 24 at the NWMC offices. Staff led off the meeting by presenting a comparison between the Northeastern Illinois Public Transit Task Force's final report and NWMC's principles for transit reform. The report contained non-specific recommendations to address the NWMC principle of expanding and enhancing suburban mobility options and did not address the principle that local government decision makers are critical to successful transit, since municipal leaders are not directly responsible for the selection of board members. The immediate future of the Task Force's recommendations is uncertain because broad recommendations would need to be crafted into specific legislative reforms. Staff will update the committee if any transit reform legislation is introduced.

Erin Evenhouse from Transportation for America asked for the Conference's support of her coalition's efforts to secure sustainable federal transportation funding after the current transportation bill expires in September. She presented options that could be incorporated into the next bill, including an increase to the federal gas tax, indexing the gas tax to inflation, a tax on barrels of oil or a sales tax on fuel. The committee recommended sending a resolution of support to the Executive Board for their consideration. The resolution highlights the importance of a sustainable federal investment in the nation's transportation system and echoes the Conference's transportation funding statement that was included in the annual legislative program.

Elizabeth Schuh from CMAP presented the agency's draft O'Hare Subregional

Freight Manufacturing Drill-Down report, which addresses the infrastructure, workforce development and land use challenges as well as opportunities in the largest freight and manufacturing cluster in the region. Recommendations in the draft plan include key transportation improvements and truck route coordination to ease truck congestion as well as an industrial development plan. The final report is expected this summer.

The next committee meeting will be held on Thursday, May 22 at 8:30 a.m. at NWMC offices.



Niles Adopts Bike and Pedestrian Plan

On March 25, the *Village of Niles* Board of Trustees adopted the Niles Bicycle and Pedestrian Plan. The plan aims to increase the village's sustainability, economic health, residential health and attractiveness to potential residents and businesses. This village-wide plan includes a range of recommendations from specific capital projects to overarching policies that together enhance bicycle and pedestrian circulation and better connect residents to their destinations. The plan was funded through the Chicago Metropolitan Agency for Planning's Local Technical Assistance (LTA) program.

The bicycle network recommendations build off the strength of the regional North Branch Trail. The proposed on-street bikeway network as shown in the map uses a combination of different facilities based on roadway and traffic characteristics. The network connects to the North Branch Trail and to the Howard Street Bikeway, which is a regional bicycle corridor identified by the

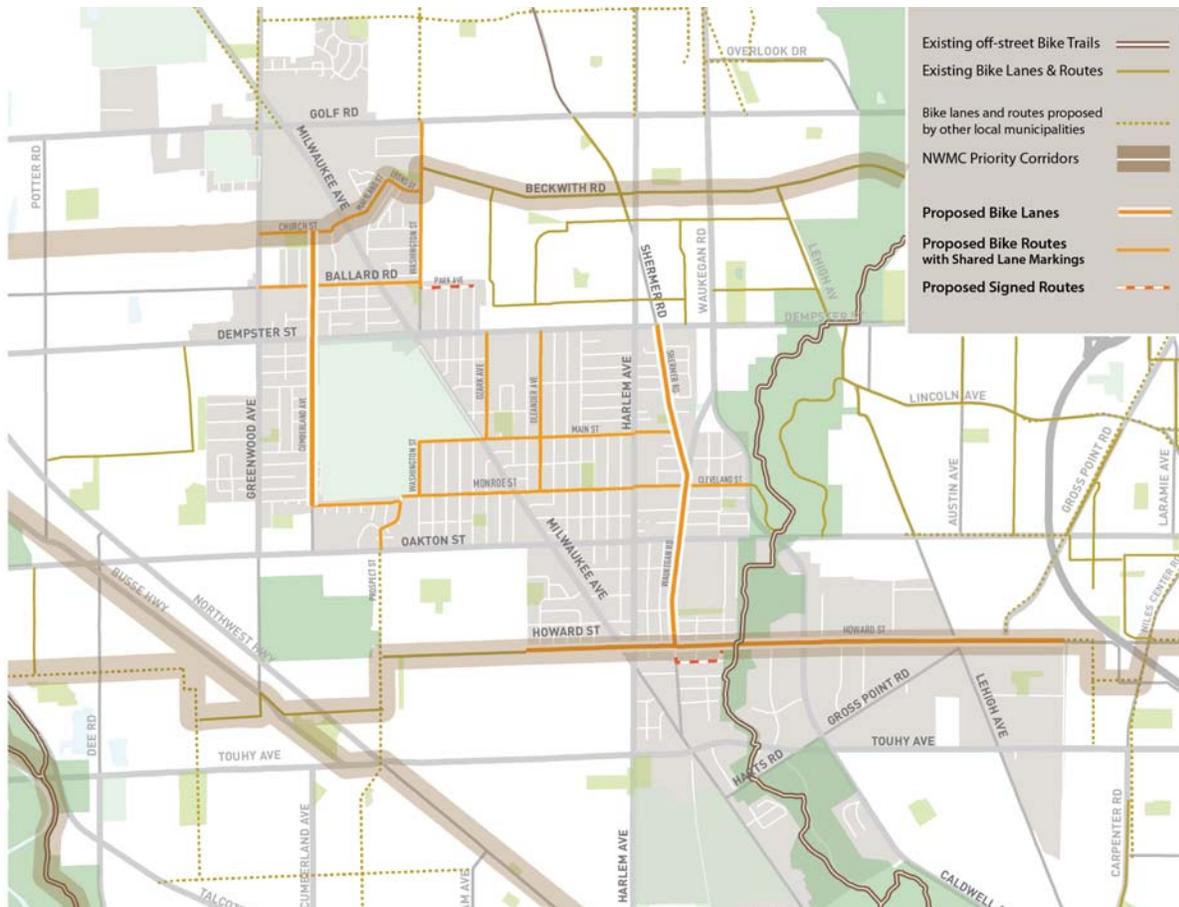
Northwest Municipal Conference (NWMC). Additionally, the plan includes bike routes with shared lane markings along the preferred alignment of the Evanston-Elgin Bikeway; another NWMC regional bicycle corridor. The network expands its reach by joining up with existing and planned facilities in neighboring communities.

Between Waukegan Road and the North Branch of the Chicago River, Howard Street is 46' wide. To the east and west, it becomes wider with a small median or space for turn bays. The entire corridor through Niles has 4 travel lanes. The recommended cross-section is 3 travel lanes with a bike lane in each direction between Harlem Avenue and Caldwell Avenue. The Annual Average Daily Traffic volume on Howard Street is approximately 16,000. Current guidance from the Federal Highway Administration supports 4-lane to 3-lane conversions for streets with ADTs up to 20,000. If this is not possible for the entire corridor, the segment between

Waukegan Road and the river, which has residential land uses, should have this configuration with shared lane markings or a side path to the east and west. An added benefit of the 3-lane cross-section is that a pedestrian refuge island could be added at the North Branch Trail crossing.

The Niles plan goes well beyond bicycle facility recommendations, looking at crossing treatments, the sidewalk network, amenities, land use compatibility and culture. Additionally, the plan devotes special attention to enhancing the pedestrian environment along Milwaukee Avenue, the village's major commercial corridor. The plan includes recommendations on sidewalks, building form, site design, land use and development on Milwaukee Avenue.

Niles will now look to implement the plan through initiation of capital projects, changes to municipal policies and ordinances and updates to village programs and operations.





Des Plaines Trail Ride Highlights Challenges, Recommendations

On April 21, the Northwest Municipal Conference, in coordination with its consultant team (led by the Active Transportation Alliance) hosted a bicycle tour of the Des Plaines River Trail in order to highlight challenges and recommendations being address through the Des Plaines River Corridor planning process.

Braving the ominous skies, the group set out from Oakton Community College with three stops to highlight opportunities for improving the trail as a regional asset. First, the group stopped at the Central Avenue crossing. *Des Plaines* is currently finalizing engineering for bike shoulders along Central Rd., which will provide bicycle access to the trail and Oakton Community College. The group highlighted the lack of signage, the current access limitations and the difficulty of the midblock crossing.

Next, the group stopped at the underpass at Lake St., which is an example of a well maintained structure that provides a safe and easy crossing for users of all ages. The group did note that improvements could be made to publicize the trail and provide context for the surrounding area.

Finally, the group travelled to the current trail gap at Milwaukee Ave. near Allison Woods. While bicyclist and trail users need to travel less than a quarter mile to reach the northern segment of trail, the lack of signage and a safe crossing of Milwaukee Avenue presents a major challenge to encouraging trail use. Milwaukee Avenue is five lanes at this location with high amounts of traffics and high speeds. Currently, there is no designated crossing for bicyclists and pedestrians and no traffic signal nearby to provide a safe crossing experience. The consultant team is examining options to both enhance the current crossing and provide a long-term solution through a grade-separated underpass along the river under Milwaukee Avenue.

The consultant team is working to refine proposed recommendations and put together the draft corridor plan this month for the steering committee's review.

The Active Transportation Alliance covered the event [here](#).

Jim Baxa from *Northbrook* highlights features of Lake St. underpass.



News from the North Shore Council of Mayors

On April 25, the Illinois Department of Transportation (IDOT) letting included the *Village of Lincolnwood's* intersection improvement project at Central Avenue and Pratt Avenue. The project represents a successful example of interjurisdictional cooperation as the project lies on the border of *Lincolnwood, Skokie* and Chicago. The project is receiving funding through both the North Shore Council of Mayors' and Chicago's Surface Transportation Program (STP). The North Shore Council is contributing approximately \$400,000 in STP funding to the approximately \$750,000 project. IDOT is contributing to the local match on the project because Central Avenue is a state roadway while *Lincolnwood, Skokie* and Chicago will contribute the remainder of the local match. The intersection improvement includes: the installation of a modern traffic signal conforming to current standards; providing a dedicated southbound left turn lane; completing and improving the sidewalk network at and around the intersection; and, the installation of pedestrian pushbuttons and countdown signals on all three intersection approaches.

The Central Avenue and Pratt Avenue intersection project marks the fifth and final STP construction project let in federal fiscal year (FFY) 2014 within the North Shore Council. STP funding for these five projects exceeds \$4.1 million. The North Shore Council's focus now turns to completing engineering for projects programmed in FFY 2015. The council has nearly \$6 million programmed for construction in FFY 2015.

The next meeting of the North Shore Council of Mayors Technical Committee is scheduled for Wednesday, June 18 at 8:30 a.m. at the *Skokie Village Hall*.



News from the Northwest Council of Mayors

The Northwest Council of Mayors Technical Committee met on April 10 at the *Barrington Village Hall* and voted to recommend *Schaumburg Village Manager Brian Townsend* to fill the vacancy on the council left by former Prospect Heights Administrator Anne Marrin. The recommendation will be considered by the full Northwest Council at the May 14 NWMC Board meeting.

The committee also approved a series of changes to the current Surface Transportation Program, including: a cost increase for right-of-way acquisition for the *Arlington Heights Arthur/Davis/US 14* intersection improvement; moving the *Rolling Meadows Meacham Road* reconstruction project to the unfunded "B" list; funding for *Wheeling's* intersection improvement at Dundee Road and Community Drive; splitting the Salem Drive and Bode Road improvements between *Schaumburg* and *Hoffman Estates*; and, new funding for *Schaum-*

burg's intersection improvement project at Algonquin and Meacham Roads, reconstruction of Plum Grove Road from Wiley Avenue to Higgins Road, reconstruction of Woodfield Road from Meacham to I-290 and a series of arterial lighting projects. New projects from *Buffalo Grove* (Lake-Cook Road lighting) and *Barrington* (Lake Zurich Road realignment) were also approved and placed on the unfunded "B" list.

The next meeting will be in either June or July.



RTAMS Demonstration Video

The Regional Transportation Authority (RTA) has published a [demonstration video](#) showcasing the many things that the Regional Transportation Authority Mapping and Statistics (RTAMS) website can do on the municipal level. RTAMS is a transit information data warehouse and interactive mapping website developed by the RTA. The site's goal is to improve access to the region's vast transit data resources

gathered by the RTA, the Chicago Transit Authority, Metra and Pace, as well as demographic data from the Chicago Metropolitan Agency for Planning (CMAP) and the U.S. Census Bureau.

The video can be seen [here](#).



Hear Metra Updates at TMA Annual Meeting

The TMA of Lake-Cook is holding its annual meeting on Thursday, May 29 at 9:00 a.m. at Baxter Healthcare in *Deerfield* (One Baxter Parkway). The guest speaker will be Metra CEO Don Orseno, who will discuss Metra's current challenges as well as discussing service along its Milwaukee District North, North Central Service, and Union Pacific North and Northwest, including reverse

commute service. TMA will also conduct the election of 2014-2015 TMA Board of Directors and provide the 2013 TMA Annual Report. Please RSVP to lynn_stailey@baxter.com.

Highway Safety Improvement Program Deadline Nears

The Illinois Department of Transportation (IDOT) is requesting candidate projects for the Highway Safety Improvement Program (HSIP) that will be initiated in state fiscal year 2015. The HSIP is a core federal funding program with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. The anticipated funding level for the local highway system is approximately \$13.3 million. The federal funding level is a maximum of ninety percent of the total improvement cost with the local agency responsible for the ten percent matching funds. Because HSIP funds are limited, low cost safety improvements are encouraged. Funds may be used to address safety issues independently without requiring reconstruction to all the latest policies and standards.

Municipalities must submit electronic copies of HSIP applications to the IDOT District One Bureau of Local Roads and Streets office in *Schaumburg* no later than May 30. To learn more about the program and review submittal requirements, please visit [IDOT's website](#).

On March 13, the Federal Highway Administration (FHWA) and the Pedestrian and Bicycle Information Center (PBIC) hosted a free webinar on Highway Safety Improvement Program (HSIP) funding for pedestrian safety. To view a recording of the webinar, please visit [here](#).



Multiple NWMC Members Receive ITEP Funding

On April 14, the Illinois Department of Transportation announced the latest round of recipients for the Illinois Transportation Enhancement Program (ITEP). Nine NWMC members received almost \$6,500,000 for projects which en-

hance the multi-modal transportation system in the region. The projects and federal funds are listed in the table below. Of the projects, four will complete a portion of a NWMC regional bike route. One additional award of

importance to NWMC is the DuPage County Division of Transportation award for \$550,190 for landscaping in the Elgin O'Hare Western Access corridor. Congratulations to all ITEP grant recipients!

Project Sponsor	Project Description/Location	ITEP Funding	NWMC Corridor
<i>Des Plaines</i>	US Route 12 (Rand Road) Sidepath	\$1,281,630	Yes
<i>Evanston</i>	Sheridan Road/Chicago Avenue Bike Path	\$1,492,400	Yes
<i>Glenview</i>	Shermer Road Bike Path	\$1,067,950	
<i>Grayslake</i>	Illinois 83 Pedestrian Access Improvements	\$312,000	
<i>Highland Park</i>	Robert McClory Trail Paving	\$172,400	
<i>Highland Park</i>	Bike-Walk 2030 Plan Sharrows and Signage	\$477,200	Yes
<i>Northbrook</i>	On-Street Bicycle Signage and Pavement markings	\$57,750	
<i>Prospect Heights</i>	Willow Road Sidewalk Improvement Project	\$284,000	
<i>Rolling Meadows</i>	Euclid Avenue Bike Path	\$691,260	
<i>Skokie</i>	Howard Street Multi-Use Trail	\$630,800	Yes
Total ITEP Funding		\$6,467,390	



IDOT Releases 2015-2020 Program

The Illinois Department of Transportation has released its proposed 2015 – 2020 multi-year program. As with past programs, only those projects programmed in 2015 have a specific year identified. The whole program can be viewed at the [IDOT website](#). The following projects are in or near NWMC members.

- Interstate 90 (Kennedy Expressway) from Interstate 190 to Illinois 43 (Harlem Avenue) in Chicago. Engineering for location, design and environmental studies and engineering for contract plans are programmed during FY 2015-2020 at an estimated cost of \$5.1 million. Of this total, \$750,000 is included in FY 2015 for engineering for location, design and environmental studies and engineering for contract plans
- Elgin O'Hare Expressway from Interstate 290/Illinois 53 to the proposed O'Hare Western Bypass in Cook County. Land acquisition is programmed during FY 2016-2020 at an estimated cost of \$6.2 million.
- Interstate 94 (Edens Expressway) at Old Orchard Road in *Skokie*. Bridge superstructure, drainage, bridge removal/demolition, retaining wall, bridge deck overlay bridge repair, engineering for contract plans and construction engineering are programmed during FY 2016

-2020 at an estimated cost of \$6.5 million.

- Illinois 21 (Milwaukee Avenue) from north of Sanders Road to south of Euclid Avenue in *Glenview*. Intersection improvements, reconstruction, traffic signal modernization, signal timing, land acquisition, engineering for right-of-way and construction engineering are programmed during FY 2016-2020 at an estimated cost of \$12.2 million.
- Illinois 21 (Milwaukee Avenue) from Glenview Road to Harts Road in *Niles*, Chicago, and *Glenview*. Resurfacing on 5.3 miles is programmed during FY 2016-2020 at an estimated cost of \$4.8 million.
- Illinois 58 (Dempster Street) at Niles Center Road and US 41 (Skokie Boulevard) in *Skokie*. Intersection improvement, curb and gutter, drainage, lighting, right turn lane, left turn lanes, traffic signal modernization and land acquisition are programmed during FY 2016-2020 at an estimated cost of \$4 million.
- Illinois 68 (Dundee Road) at Middle Fork North Branch Chicago River 0.8 miles east of Illinois 43 (Waukegan Road) in *Northbrook*. A culvert replacement and land acquisition are programmed during FY 2016-2020 at an estimated cost of \$2.6 million.

- Willow Road from East of Des Plaines River to Culligan Parkway in *Prospect Heights* and *Glenview*. Reconstruction of nearly 1 mile, intersection improvement, noise barriers, engineering for contract plans, construction engineering and lighting are programmed during FY 2016-2020 at an estimated cost of \$19.5 million.

- Interstate 90/190 (Kennedy Expressway) at Cumberland Avenue (Cumberland Flyover) in Cook County. A new bridge, bridge replacement, resurfacing on 0.5 mile, drainage, lighting, signing, new construction, reconstruction, retaining wall and construction engineering are included in FY 2015 at an estimated cost of \$18.7 million.

- US 12/Illinois 53 (Rand Road) from the Lake County Line to 0.2 miles northwest of Illinois 58 (Golf Road) in Cook County. Resurfacing on 9.9 miles is programmed during 2016-2020 at an estimated cost of \$8 million.

- US 14 (Northwest Highway) from Miner Street to US 45 (Des Plaines River Road) in Cook County. Resurfacing on 6 miles is programmed during FY 2016-2020 at an estimated cost of \$5 million.

- US 14 (Northwest Highway) at Wisconsin Central and Union Pacific Railroads 0.7 miles northwest of US 12/45

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IDOT Releases 2015-2020 Program (Continued)

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(Des Plaines River Road) in *Des Plaines*. A pump station, storm sewer and land acquisition are programmed during FY 2015-2020 at an estimated cost of \$7 million. Of this total, \$80,000 is included in FY 2015 for land acquisition.

- Illinois 21 (Milwaukee Avenue) from Glenview Road to Harts Road in Cook County. Resurfacing on 5.3 miles is programmed during FY 2016-2020 at an estimated cost of \$4.8 million.

- Illinois 53/68 (Dundee Road) from US 12 (Rand Road) to Kennedy Drive in *Palatine* and *Arlington Heights*. Intersection improvement, new median, sidewalks and land acquisition are programmed during FY 2016-2020 at an estimated cost of \$4.3 million.

- Illinois 68/53 (Dundee Road) from Illinois 59 (Hawthorne Road) to west of Illinois 53 in Cook County. Resurfacing on 7.8 miles is programmed during FY 2016-2020 at an estimated cost of \$4.3 million.

- Illinois 83 (McHenry Road) from US 45 to Buffalo Grove Road in Cook County. Resurfacing on 5.8 miles is programmed during FY 2016-2020 at an estimated cost of \$4 million.

- Barrington Road from south of Illinois 72 to north of US 20 (Lake Street) in Cook County. Resurfacing on 4.6 miles is programmed during FY 2015-2020 at an estimated cost of \$4.6 million.

- Rand Road at Des Plaines River in *Des Plaines*. A bridge replacement, retaining wall and land acquisition are programmed during FY 2016-2020 at an estimated cost of \$10.5 million.

- Wolf Road from Illinois 21 (Milwaukee Avenue) to north of Hintz Road in *Wheeling*. Reconstruction of 2 miles, traffic signal modernization, lighting, bi-directional left turn lane, construction engineering and utility adjustments are programmed during FY 2016-2020 at an estimated cost of \$11.5 million.

- US 20 (Lake Street) at Illinois 59 (Sutton Road) in *Bartlett*. Ramp modifications and construction engineering

are included in FY 2015 at an estimated cost of \$10.4 million.

- US 41 (Skokie Highway) from Interstate 94 (Tri-State Tollway) to Illinois 21 in Lake County. Resurfacing on 6.7 miles, milled rumble strip, signing and guardrail are programmed during FY 2016-2020 at a cost of \$8 million.

- US 41 (Skokie Highway) at Illinois 132 (Grand Avenue) in Gurnee. A bridge replacement, intersection improvement, retaining wall, land acquisition, construction engineering, utility adjustments and a railroad flagger are programmed during FY 2015-2020 at an estimated cost of \$19.5 million. Of this total, \$1 million is included in FY 2015 for land acquisition.

- US 45 (Milburn Bypass) north of Milburn Road to north of Grass Lake Road in Old Mill Creek. New construction of 1.3 miles and construction engineering are programmed during FY 2016-2020 at an estimated cost of \$16.7 million.

- US 45/Illinois 83 (Olde Half Day Road) from Illinois 60 (Townline Road) to Illinois 22 (Half Day Road) in Lake County. Engineering for contract plans and land acquisition are programmed during FY 2015-2020 at an estimated cost of \$6.3 million.

- Illinois 21/US 45 (Milwaukee Avenue) from Church Street to Lake Cook Road in Lake County. Resurfacing on 9.2 miles, median removal and new median are programmed during FY 2016-2020 at an estimated cost of \$9 million.

- Illinois 22 (Lake Zurich Road) from Quentin Road to west of Illinois 83 (Mundelein Road) in Kildeer and Long Grove. Additional lanes for 3.5 miles, retaining wall, engineering for contract plans, construction engineering and utility adjustments are programmed during FY 2016-2020 at an estimated cost of \$45.8 million.

- Illinois 83 (Barron Boulevard) from Illinois 120 (Belvidere Road) to Illinois 37 and at Atkinson Road in *Grayslake*. Intersection reconstruction and engineering for contract plans are programmed during FY 2015-2020 at an estimated cost of 7.8 million. Of this

total, \$700,000 is included in FY 2015 for engineering for contract plans.

- West Park Avenue at Skokie Ditch. A bridge replacement is programmed during FY 2016-2020 at an estimated cost of \$2.2 million. Illinois Major Bridge Program local project; contingent upon a local agency providing matching funds.

- US 14 from West Lake Shore Drive in Woodstock to Crystal Lake Avenue and at Ridgefield Road (South Junction) in *Crystal Lake*. Additional lanes for nearly 5 miles and construction engineering are programmed during FY 2016-2020 at an estimated cost of \$48.3 million.

- Illinois 31 (Front Street) from Illinois 120 (Belvidere Road) to Illinois 176 (Terra Cotta Road) in McHenry County. Engineering for contract plans is programmed during FY 2016-2020 at an estimated cost of \$5.8 million

Illinois Tollway Begins Roselle Road Interchange Construction

The Illinois Tollway's Roselle Road Interchange Project on the Jane Addams Memorial Tollway (I-90) in Schaumburg began the week of April 28. The Roselle Road Interchange Project will reconstruct the Roselle Road Bridge to accommodate the new, wider Tollway being

built as part of the I-90 Rebuilding and Widening Project and build new ramps to complete the existing partial interchange. The project will also include bicycle and pedestrian accommodations, which will provide a much needed link between Schaumburg's village bike

network on the south side to the Paul Douglas Forest Preserve on the north. The project cost is estimated at \$35-\$45 million with work scheduled to be complete in 2016. Work in 2014 includes reconstruction of the bridge and a portion of the existing ramps. Construction scheduled for 2015-2016 includes completion of work on the existing ramps and building the new ramps to complete a full-access interchange.



The Roselle Road Interchange Project is funded in part by the Illinois Tollway's 15-year, \$12 billion capital program, *Move Illinois: The Illinois Tollway Driving the Future*, and by the *Village of Schaumburg* and Cook County. The project will create more opportunity for continued economic development along I-90 and Roselle Road and will open up access between the Tollway and the northwest suburbs. Currently, existing ramps only provide access for drivers traveling to and from the east on I-90. These ramps were constructed in the 1980s. Up to 21,750 vehicles use the existing interchange daily.

Meacham Road to Become Partial Interchange at I-90

The Illinois Tollway's Meacham Road Interchange Project on the Jane Addams Memorial Tollway (I-90) in Schaumburg is scheduled to begin the week of May 5, with work to prepare for the removal and reconstruction of the bridge carrying Meacham Road over I-90. The Meacham Road Interchange Project will create a new, partial-access interchange to connect Meacham Road and I-90. Construction is scheduled to be complete in 2016. Work in 2014 includes reconstruction of the bridge. Construction scheduled for 2015-2016 includes completion of work on the bridge, as well as work to build the new ramps to complete a partial-access interchange.

The project includes construction of a new westbound exit ramp and westbound entrance ramp, as well as reconstruction of the Meacham Road Bridge

to accommodate the new, wider Tollway being built as part of the I-90 Rebuilding and Widening Project. A new, *(Continued on page 8)*

Funding for the Meacham Road Interchange Project will be provided in part by the Illinois Tollway's 15-year, \$12 billion capital program, *Move Illinois: The Illinois Tollway Driving the Future*, and by the *Village of Schaumburg* and Cook County. The project cost is estimated at \$35-\$45 million with work scheduled to be complete in 2016.





Meacham Road to Become Partial Interchange at I-90 (continued)

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steel bridge structure will provide three lanes and full shoulders in both directions and will accommodate room on the northbound side of the bridge for a new multi-use bicycle and pedestrian path.

Beginning on Monday, May 5, work to remove and reconstruct the Meacham Road Bridge will begin by reducing traffic on Meacham Road from three lanes to two lanes in each direction between

Tower Road and Thoreau Drive. Initial work will include removal of the existing median, construction of temporary pavement and installation of temporary traffic signals to prepare to shift traffic on Meacham Road.

By early June, traffic on Meacham Road will be shifted to the northbound lanes of the existing bridge. At that time, the southbound side of the bridge will close for removal and reconstruction. Traffic will remain in this configuration until fall while the southbound side of the

bridge is reconstructed. Traffic will then be moved onto the new lanes on the southbound side of the bridge while the northbound side of the bridge is reconstructed.

The Meacham Road Bridge will remain open throughout construction and traffic on Meacham Road and on I-90 will be shifted as the bridge is rebuilt and widened. Up to 36,000 vehicles use Meacham Road on a daily basis.



Local Planning Grants Available Through CMAP and RTA

The Chicago Metropolitan Agency for Planning (CMAP) and Regional Transportation Authority (RTA) have announced that applications are now available for the latest round of their popular planning programs for local governments: CMAP's Local Technical Assistance Program and the RTA's Community Planning Program. Program details and applications are available online at the [RTA website](#). Applications are due Thursday, June 26, 2014 at noon.

The agencies are holding a joint informational session about the application process at CMAP's offices (233 S. Wacker Drive, Suite 800, Chicago) on Tuesday, June 3 at 9:00 a.m. Please

RSVP to Dan Olson (dolson@cmapp.illinois.gov or 312-386-8760). CMAP and RTA staff will be on hand to answer questions.

CMAP is also cosponsoring the [Green-Town Chicago](#) conference from May 21-22. Attendees can participate in an "LTA track" to learn about successful Local Technical Assistance projects from around the region. CMAP is offering a limited number of complimentary admissions for municipal staff (one per community). To RSVP, please contact Berenice Valleccillos (bvallecillos@cmapp.illinois.gov).

Proposed local planning projects should implement recommendations of the GO TO 2040 comprehensive regional

plan. Applications can be submitted by local governments (municipalities and counties) as well as other units of government or by nongovernmental groups. Projects can also contain multi-jurisdictional components. The most common types of projects include transportation plans (bicycle and pedestrian plans), subarea or corridor plans and comprehensive plans. Examples of applications from the two programs can be found at the [RTA website](#) and the [CMAP website](#).

Please feel free to contact NWMC staff if you have an idea of a multijurisdictional project or would like assistance with an application.



Contacts

Mike Walczak
NWMC Transportation Director
Northwest Council Planning Liaison
1600 East Golf Road – Suite 0700
Des Plaines, IL 60016
847-296-9200, ext. 134
mwalczak@nwmc-cog.org

Chris Staron
NWMC Program Associate for Transportation and Policy
North Shore Council Planning Liaison
1600 East Golf Road – Suite 0700
Des Plaines, IL 60016
847-296-9200, ext. 131
cstaron@nwmc-cog.org

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