



NWMC Transportation Newsletter

Table of Contents:

Church/Crawford Intersection Update	1-2	IDOT Grant Opportunities	3
News from the North Shore Council of Mayors	2	IL 53/120 Financing Update	3-4
News from the Northwest Council of Mayors	3	TMA of Lake Cook Meeting	4
Transit Oriented Development Guidance	3	Contacts/Welcome New Staff	4

Dates to Remember

- September 10** **IDOT Major Bridge Program Application Deadline** (see article on page 3)

- September 16** **NWMC Bike and Pedestrian Committee** will join the Chicago Department of Transportation (CDOT) for a tour of bicycle infrastructure in lieu of a regular meeting

- September 19** **Truck Access Route Program (TARP) Application Deadline** (see article on page 3)

- September 24** **North Shore Council of Mayors Technical Committee - 8:30 a.m.**
Skokie Village Hall, 5127 Oakton St.

- September 25** **NWMC Transportation Committee - 8:30 a.m.**
NWMC Offices

- October 3** **TMA of Lake-Cook Transportation Update - 9:00 a.m.** (see article on page 4)
Baxter Healthcare, 1 Baxter Parkway, Deerfield

Church/Crawford Intersection Nears Completion

From the desk of Fred Schattner, Village Engineer, Village of Skokie

The existing intersection at Church Street and Crawford Avenue within the *Village of Skokie* is currently under construction to address congestion at the intersection and the very tight turn radii. The nearly \$1 million project is funded with Surface Transportation Program (STP) funding from the North Shore Council of Mayors. Improvements include resurfacing both Church Street and Crawford Avenue, and the re-channelization of the intersection by removing the existing medians on Crawford and adding left turn lanes via pavement markings on both Church and Crawford. More specifically, Church

Street has been re-channelized to provide separate 11-foot-wide left turn lanes in each direction and one 15 to 16 foot wide curb lane in each direction. The wide curb lane width is to accommodate future bike lanes, which will be funded through the Congestion Mitigation and Air Quality (CMAQ) program. The existing medians on Crawford Avenue have been removed at the intersection to allow for a left turn lane and storage bay. The radius returns on the northeast, northwest and southeast corners have been increased to accommodate large vehicles. Due to the proximity of the building on the southwest corner of the intersection, the radius remained the same. The project also includes modernization of the existing

traffic signals with new traffic equipment. The widening of the radii and the improved traffic signal equipment will reduce congestion at this intersection and allow for larger vehicles to turn, while also preventing damage to the traffic signal equipment.

Chicagoland Paving was awarded the contract for the project and started construction in May 2014. Christopher B. Burke Engineering Ltd. (CBBEL) is performing the construction engineering on the project and has worked closely with the *Village of Skokie* to ensure that the project was properly constructed within Village's budget constraints. It was also very important to coordinate

(Continued on page 2)



Church/Crawford Intersection Nears Completion

(Continued from page 1)

with local residents and businesses to ensure that proper notification was given to minimize inconveniences. CBBEL and the Village also made sure that residents with special needs were contacted directly when the residents would be impacted and made sure accommodations were made when necessary.

Based on an initial field inspection, CBBEL and the Village of Skokie needed to modify the proposed plans slightly to carry out the intent of the contract drawings. The proposed plan specified the removal and replacement of the existing curb and gutter for the entire length of the project with C&G B-6.12 at the existing elevation. Based on field inspection, the existing curb and gutter on Crawford Avenue had been overlaid with HMA Surface Course and only one to three inches of curb head remained exposed. In order to maintain positive drainage, not back pitch the parkways and maintain the same elevation of the curb, all existing sidewalk was removed and replaced. The curb head was also reduced to four inches on Crawford Avenue. The curb and gutter on Church Street maintained the original design with the six inch head. This change to the plans doubled the sidewalk removal and replacement quantity on the project.

Currently, the project is suspended due to the long lead times for the mast arm fabrication. The anticipated delivery date of the mast arms is mid-October. Once the mast arms are delivered, the new traffic signals will be installed, and the temporary signals will be removed and the project will be completed. The project is on track with the proposed construction budget.



The Church Street and Crawford Avenue intersection improvement project in the *Village of Skokie* under construction



News from the North Shore Council of Mayors

The next meeting of the North Shore Council of Mayors Technical Committee is scheduled for Wednesday, September 24 - 8:30 am at the *Skokie Village Hall*. The committee will review and approve its federal fiscal year (FFY) 2015-2019

Surface Transportation Program (STP). The North Shore Council obligated roughly \$4 million in STP funding in FFY 2014; however, the North Shore Council of Mayors will be entering FFY 2015 with a carryover balance from unspent STP

funding. Consequently, the Technical Committee will be considering a call for new STP projects, likely to open in December.



News from the Northwest Council of Mayors

The Northwest Council of Mayors Technical Committee met August 21 at the *Barrington Village Hall* to focus on proposed revisions to the Northwest Council's scoring methodology for new projects. To that end, staff introduced a draft outline of a new scoring system developed by the Surface Transportation Program (STP) Methodology Working Group. The draft retains some of the existing scoring categories, but also places increased emphasis on measuring the before and after impacts of proposed projects and provides more points for multimodal improvements such as bike, pedestrian and transit. Outside of the scoring system, potential new policies discussed included: whether to fund Phase I Engineering for

projects seeking other federal funding such as CMAQ and TAP; how to balance simpler projects like resurfacings against larger more complex projects like reconstructions; and, how to encourage projects from communities who do not regularly apply for STP funds.

The working group will take the input from the Technical Committee and use it to prepare a draft revised methodology for the Northwest Council. The committee also approved a new application from *Rolling Meadows* to resurface Kirchhoff Road and placed the project on the unfunded MYB list.

The next meeting is on call.



RTA and ULI Chicago Provide TOD Guidance

The partnership between the Regional Transportation Authority (RTA) and the Urban Land Institute (ULI) was featured in the latest [Urban Light Newsletter](#), highlighting both groups' joint efforts to offer transit-oriented-development (TOD) guidance and advice to communities. This three plus year partnership, which is an outgrowth of the RTA's Community Planning program, has provided guidance to fifteen communities to date and focuses on recommendations that each community can consider as they move forward with their completed TOD plans. The RTA, in partnership with ULI Chicago, helps communities refine their existing TOD plans to a

point of attracting developers to implement the plan. One of the main tools in accomplishing this is the half-day Developer Panel that takes place in the community. Panelists consist of ULI members from the development community, and each panel is custom-tailored to address the specific issue at hand. Key community members, such as planning department members and the Mayor or City Manager, typically attend these panel meetings and receive immediate feedback. To learn more about the program, please visit the RTA's [Community Planning](#) website.



IDOT Announces Grant Opportunities

The Illinois Department of Transportation (IDOT) is currently accepting applications for two infrastructure grant programs. The IDOT Major Bridge Program provides funding for existing structures starting in the year 2020. Funding is available for projects costing \$1,000,000 and above, with a twenty percent local match required. For more information or to access the application, please visit the [IDOT website](#). Applications are due to the IDOT District by Wednesday, September 10.

IDOT has also announced a call for its Truck Access Route Program (TARP) for fiscal year 2016. There is \$7 million available for upgrading a roadway to a designated truck route that can accommodate 80,000 pound truck loads. Applications must be submitted to the IDOT District Local Roads office by Friday, September 19. Please contact NWMC staff for more information on how to apply for TARP funding.

Local Funding Strategies Developed for 53/120

Three working groups formed by the Illinois 53/120 Finance Committee have been developing strategies to provide local funding for the project and close the project's funding gap. Over the past few weeks, the Lake County Tolling and Motor Fuel Tax Working Group, the Tax Increment Financing and Value Capture Working Group and the Stewardship Fund Working Group have produced a menu of local funding options.

The Lake County Tolling and Motor Fuel Tax Working Group has discussed tolling strategies on both the proposed new highway and the Tri-State Tollway plus a countywide motor fuel tax of 4 cents a gallon. Half of the funds generated by the tax would go toward the 53/120 project and half would be used countywide on projects drawn from the Lake County consensus transportation plan. Strategies considered on the new road are congestion pricing combined with indexing the tolls to inflation and exploring options for longer term and lower cost borrowing. Concepts under consideration on the existing Tri-State are a new toll at the Illinois 132 ramp, a toll increase at the Waukegan Toll Plaza and a new toll plaza between Lake-Cook Road and Deerfield Road to replace the plaza on the Edens Spur. The group's final meeting is scheduled for September 9th.

The Tax Increment Financing and Value Capture Working Group will recommend a new funding mechanism, different than a traditional TIF and modeled on formulas used elsewhere in the country. It would only capture property taxes on new or renovated non-residential development within a 1-mile radius of the highway corridor or a 2-mile radius at interchange locations. Of the new revenues, 25% would be dedicated to the project, while 75% would go to the underlying taxing districts. State legislation would be required to enact the new district.

The funds from the new district would first be pledged to a new Stewardship Fund, which will be set up to address both direct and indirect environmental impacts of the new road, including the creation of new wetlands, new floodplains and strategies for dealing with stormwater runoff.

(Continued on page 4)



TMA Lake Cook Transportation Update

On Friday, October 3, TMA Lake Cook will be hosting an event featuring transportation updates from federal, local and regional leaders. Congressman Brad Schneider (IL-10) will be discussing the federal transportation reauthorization and the need for a long-term sustainable funding solution. Lake County Board Chairman Aaron Lawlor will provide a review of Lake County's major transportation projects and planned improvements, including the latest on the Route 53/120 project. RTA Chairman Kirk Dillard and RTA Executive Director Leanne Redden will lead a discussion of RTA's efforts to address funding needs and better coordinate the regional transit system with an emphasis on Northern Cook and Lake

Counties and suburban transit. The meeting location details are as follows:

Friday, October 3
9:00 a.m.
Baxter Healthcare
One Baxter Parkway
Deerfield, IL

To RSVP, please email Tim Grzesiakowski, tim_grzesiakowski@baxter.com by September 29. Questions may be directed to TMA Lake Cook Executive Director William Baltutis at 224-948-4023 or bill_baltutis@baxter.com.

Local Funding Strategies Developed for 53/120 (continued)

(Continued from page 3)

All the working groups recognize that further analysis is needed for all of the revenue and traffic projections. The full Finance Committee will meet Thursday, September 11 at 2:00 p.m. at the Lake County Permit Center in *Libertyville* to consider the work of the working groups. The Finance Committee co-chairs will then provide a status update to the Illinois Tollway Board at its September 18 meeting. A final decision from the Tollway Board on whether to proceed with the project will likely occur early in 2015.

Welcome Brian Pigeon to NWMC!

NWMC would like to announce the new Program Associate for Transportation, Brian Pigeon. Brian will serve as the Planning Liaison for the North Shore Council of Mayors. Previously, Brian has served with the Chicago Transit Authority and the Peace Corps. He received his MPA from DePaul University this year where his research interests included transportation policy and public finance. He looks forward to serving the members of NWMC and their residents.



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