



# Transportation Newsletter

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## Dates to Remember

<b>June 8-14</b>	<b>Bike to Work Week</b> See article on page 5
<b>June 18</b>	<b>NWMC Bicycle and Pedestrian Committee—10:30 a.m.</b> <i>Schaumburg Village Hall, 101 Schaumburg Court</i>
<b>June 19</b>	<b>North Shore Council of Mayors Technical Committee—8:30 a.m.</b> <i>Skokie Village Hall, 5127 Oakton Street</i>
<b>June 25</b>	<b>Des Plaines River Trail Corridor Plan Steering Committee—1:00 p.m.</b> NWMC Offices
<b>June 26</b>	<b>RTA Community Planning and CMAP Local Technical Assistance Applications Due</b> See article on page 6



## Transportation Committee Focuses on Jane Addams Improvements

May's NWMC Transportation Committee meeting at the *Rolling Meadows City Hall* featured two presentations on upcoming improvements to the Jane Addams (I-90) Corridor. Illinois Tollway Community Relations Corridor Coordinator Kevin Donohue briefed the committee on the Tollway's ongoing reconstruction project. Construction is already underway from the Elgin Toll Plaza west to Rockford. Advance work from the Elgin Toll Plaza east to the River Road Toll Plaza will begin in 2013 with major construction work in 2015 and 2016.

The entire expressway will be reconstructed with an additional lane added in each direction. Technology will also be added to implement congestion pricing; however, the Tollway does not plan to implement the strategy until traffic

levels demand it. The foundation is being established to implement new technology for future use. The NWMC is supportive of congestion pricing in the corridor and passed a resolution supporting the [Chicago Metropolitan Agency for Planning's campaign](#).

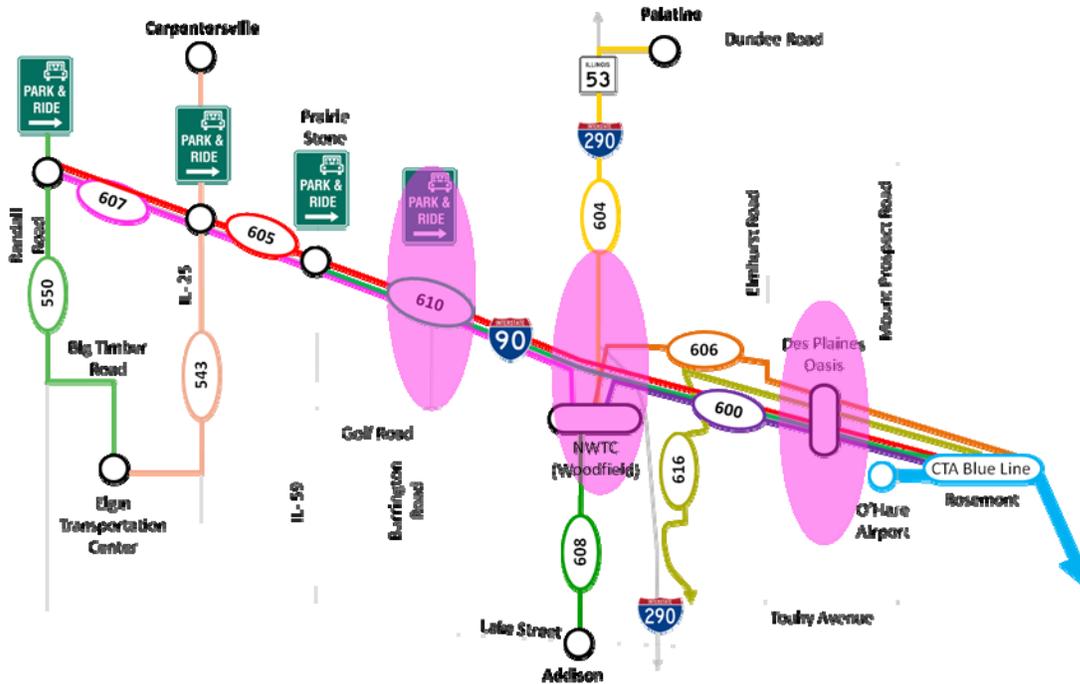
Increased mobility along the I-90 corridor is not solely confined to car traffic. The Tollway is building out the roadway cross section to accommodate transit. Pace Senior Planner Charlotte O'Donnell and Bus Rapid Transit Project Manager Brandy Kellom outlined the short term and long term improvements planned by the suburban bus operator in the corridor. During construction, existing Pace routes will be expanded to handle more off-peak and reverse commute options. With the completion of Tollway con-

struction in 2016, new Park and Ride lots will open at Barrington Road, Route 25 and Randall Road and will feature express service to the Northwest Transportation Center in *Schaumburg* and the Rosemont CTA station. Call and ride service will also be added in *Hoffman Estates*, *Schaumburg* and *Des Plaines*. The picture on the following page highlights Pace's planned service expansion in the corridor.

Committee Chair and *Rolling Meadows Mayor Tom Rooney* closed the meeting by thanking former *Arlington Heights Mayor Arlene J. Mulder* and former *Niles Trustee Louella Preston* for their service to the committee. The next Transportation Committee meeting is scheduled for Thursday, September 26, 8:30 a.m. at the NWMC offices.



# Expanded Services: System Concept



This graphic shows the network of expanded services that Pace will offer upon completion of the Jane Addams reconstruction and widening, including new and extended routes, a series of new Park and Ride lots adjacent to the Tollway, enhanced Call and Ride areas (shown in pink) and more reverse commute and off-peak service.



## Bicycle and Pedestrian Committee Discusses Crosswalks, Des Plaines River Plan

On May 28, the NWMC Bicycle and Pedestrian Committee met at the Northbrook Village Hall. The committee reviewed the results of the crosswalk treatments and maintenance survey recently conducted by the Conference which showed that nearly one-third of respondents reported having an existing policy related to crosswalk installation. The results from the survey are available [here](#).

The committee also heard an update on the Des Plaines River Corridor Plan. The NWMC and the Chicago Metropolitan Agency for Planning (CMAP) have selected Houseal Lavigne Associates as the consultant on the plan. Active Transportation Alliance and Gewalt Hamilton Associates will be serving as sub-consultants for the project. Staff met with the consultant team on May 21 to discuss the project scope and project kick-off. The project's Steering Commit-

tee, made up of the eight municipalities in the corridor, IDOT, Cook County Department of Transportation and Highways and the Forest Preserve District of Cook County will hold its first meeting on June 25.

The committee discussed funding opportunities under the Congestion Mitigation and Air Quality (CMAQ) program and the Illinois Transportation Enhancement Program (ITEP). For CMAQ, the recommendations of the CMAP Bicycle and Pedestrian Task Force and preliminary project rankings are expected in June, with CMAP formulating a proposed program in July.

With regard to ITEP, the Illinois Department of Transportation (IDOT) opened its online application for the 2013 ITEP program on May 20. IDOT will be accepting applications until Tuesday, Au-

gust 20, 2013. To find more information, see the Article on Page 5 or visit [here](#).

Finally, the committee discussed House Bill 3229, which would amend the existing state statute governing school zone speed limits. The legislation would make school speed zones applicable any time children are present (currently limited to school days). The committee discussed the difficulty in enforcing the "when children are present" provision in the law. The bill passed the House but did not move out of committee in the Senate.

The next NWMC Bicycle and Pedestrian Committee meeting is scheduled for Tuesday, June 18, 10:30 a.m. at the Schaumburg Village Hall, 101 Schaumburg Court. Schaumburg staff will present its bicycle and pedestrian initiatives to the committee



## News from the Northwest Council of Mayors

The Northwest Council of Mayors Technical Committee met on June 6 at *Barrington Village Hall* and approved four new project applications. *Schaumburg's* Roselle Road bike bridge, which is being coordinated with the Illinois Tollway's widening of I-90, was approved for Phase II Engineering funding in 2013 and Construction funding in 2014. The project will connect Schaumburg's municipal bicycle network with the Paul Douglas Forest Preserve, Harper College and other destinations north of I-90.

*Schaumburg's* Woodfield Road reconstruction (from Meacham Road to East Frontage Road), *Wheeling's* Wolf Road lighting project (from Hintz Road to Milwaukee Avenue) and *Hanover Park's* Barrington Road at Walnut Avenue intersection improvement project were all approved and placed on the multi-year "B" list.

The Committee had a full discussion on the evaluation and approval of functional classification requests. A roadway must be classified as a Collector or higher by the Federal Highway Administration to be eligible for federal funds.

The Committee agreed to form a subcommittee made up of municipal staff to establish criteria for new functional classification requests. Possible criteria that may be used to score the projects includes Annual Average Daily Traffic (AADT), the distance between the roadway and other federally eligible roadways and the proximity of regional traffic generators.

Once approved by the Council, functional classification requests must be approved by the Illinois Department of Transportation and the Federal Highway Administration.

At the next meeting (date TBD), staff will report on the work of the functional classification subcommittee and present a recommendation to the Committee on funding Phase I Engineering for potential Congestion Mitigation and Air Quality (CMAQ) projects.



## News from the North Shore Council of Mayors

The next meeting of the North Shore Council of Mayors Technical Committee is scheduled for Wednesday, June 19 at the *Skokie Village Hall*. The committee will review progress on the federal fiscal year (FFY) 2013 Surface Transportation Program (STP). The North Shore Council has roughly \$3.7 million programmed in STP funds for FFY 2013.

The Chestnut Avenue and Waukegan Road intersection improvement project in the *Village of Glenview*, which began construction in April, obligated the majority of that funding (\$2.1 million).

The *Village of Skokie* is currently working through right-of-way acquisition on the Crawford Avenue and Church Street intersection improvement program, which is partially funded with nearly \$800,000 in STP funds. This intersection improvement is the other major construction project programmed in FFY

2013. *Skokie* anticipates letting this project in the fall.

Additionally, *Glenview* and *Lincolnwood* are moving forward on engineering for two intersection improvements with STP funding. Construction for the West Lake Avenue and Greenwood Road intersection in *Glenview* and the Central Avenue and Pratt Boulevard intersection in *Lincolnwood* are both scheduled for FFY 2014.

The committee will also discuss the ongoing call for the Illinois Transportation Enhancement Program (ITEP) (see article on page 5) and the programming process for the Congestion Mitigation and Air Quality (CMAQ) program.

## Local Rail/Highway Grade Crossing Safety Program Call for Projects

The Illinois Department of Transportation (IDOT) is requesting applications for the Fiscal Year 2014 Local Rail/Highway Grade Crossing Safety Program. The electronic version of the application is available by visiting the [IDOT website](#) (click on Form BLR 04100 in the table of forms).

Applicants should submit a completed application providing as much information as possible, along with a location map showing the crossing for each location where safety improvements are proposed. Please note that IDOT may independently select some projects jointly with the Illinois Commerce Commission (ICC) or by review of locations having a documented history of crashes.

IDOT continues to place a stronger emphasis on signal and circuitry related projects as opposed to crossing surface projects. IDOT is placing additional emphasis on locations with increased numbers of trains or vehicles and at locations with a crash history. Signal related projects are eligible for 100 percent federal funding.

Applications are due by Monday, July 15, 2013. Following receipt of the applications, IDOT will perform on-site inspections at the candidate locations. For questions about the program, please contact Jason L. Johnson, 217-557-1399 or [Jason.Johnson@illinois.gov](mailto:Jason.Johnson@illinois.gov).



## CMAP Launches Performance Based Funding Microsite

On May 8, The Chicago Metropolitan Agency for Planning (CMAP) launched a new [microsite](#) about performance-based funding, which is a data-driven, transparent and collaborative approach to planning and programming transportation funds. GO TO 2040 recommends that transportation funding decisions be based on transparent evaluation criteria, and calls on the region's transportation stakeholders to develop and utilize the necessary performance measures. In an era of constrained public resources, it is essential that investment decisions make progress toward established goals, and that each project be evaluated through a transparent process based on clear criteria.

The microsite describes how funds currently flow through the State of Illinois highway program, which operates under longtime policy constraints that include the so-called "55/45 split." Based not on law but on an informal agreement es-

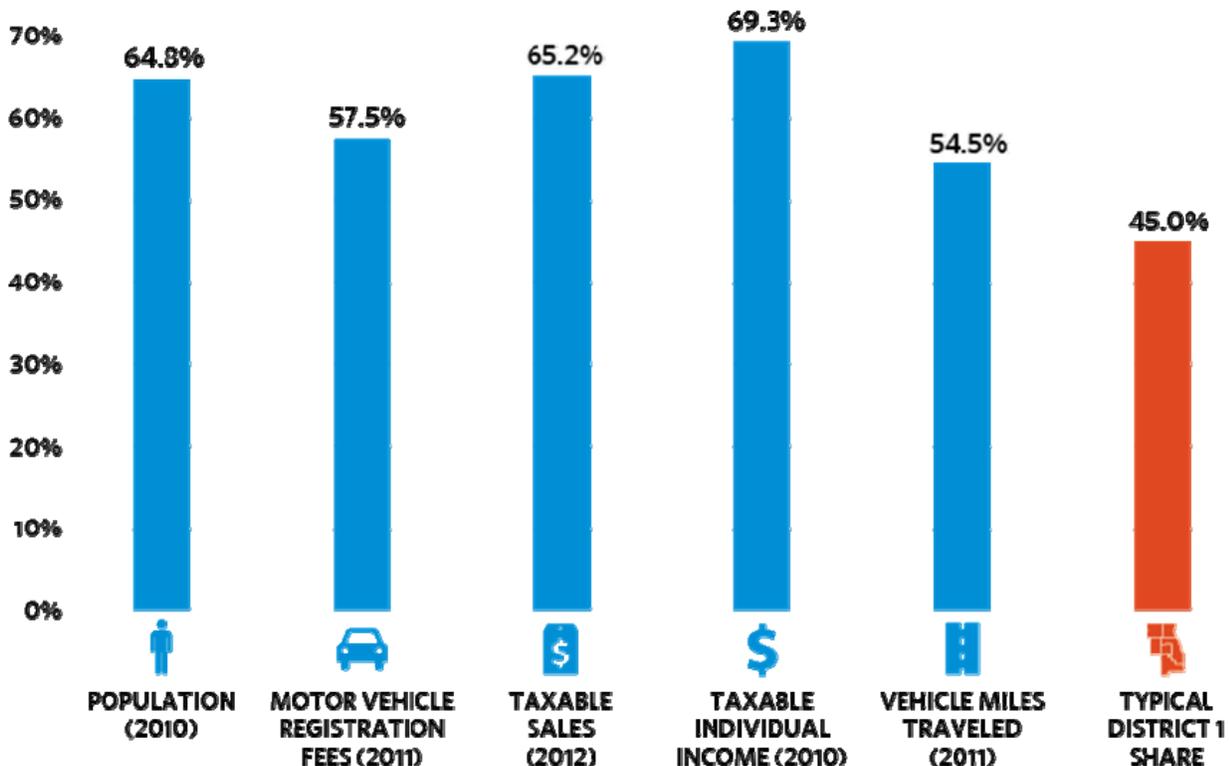
tablished decades ago within the General Assembly, this arbitrary formula directs 45 percent of transportation funds to northeastern Illinois and the remaining 55 percent downstate, despite the fact that the Chicago region contributes a much higher than 45-percent portion to the state's economy. The chart below outlines a number of criteria showing that Northeastern Illinois is not getting its fair share of state transportation revenues.

In October 2012, the CMAP Board and MPO Policy Committee called on the Illinois Department of Transportation to establish a technical advisory group to begin the process of developing a performance-based funding system. In February 2013, Representative Elaine Nekritz filed HB 1549, which was similar to the CMAP proposal. The CMAP Board voted to support it in principle. Although HB 1549 did not advance out of committee before a March 2013 dead-

line, CMAP will continue to advance this important issue.

Performance-based funding has been a top CMAP priority since the approval of GO TO 2040 over two years ago. The new microsite joins an Issue Brief, numerous Policy Updates, and agenda items to the CMAP Board and MPO Policy Committee. For a full summary of CMAP staff's activities on performance-based funding since July 2011, please view this [report](#).

### By the numbers: IDOT District 1 (northeastern Illinois) percentage of state totals



Note: District 1 includes Cook, DuPage, Kane, Lake, McHenry, and Will counties.

Source: CMAP analysis of data from the Illinois Department of Transportation, Illinois Department of Revenue, Illinois Secretary of State, and U.S. Census.



## RTA Releases Draft Strategic Plan

The Regional Transportation Authority has released a draft of its Regional Transit Strategic Plan 2013-2018, which has been in development over the past year. The plan is intended to serve as a road-map for regional transit and will help to guide decision-making over the next five years.

The strategic plan attempts to establish a common vision for transit in the region and set project priorities for the next five years. The draft plan identifies the vision of the regional transit system as "A world-class regional public transportation system providing a foundation to the region's prosperity, livability, and vitality."

A full description of goals and objectives of the system are identified in the plan. As a means to collectively guide the systems, priority issues and related recommendations have been identified. Municipal officials and NWMC staff have participated in the development of the

plan, including the Stakeholder Workshop held on March 8, 2013. The draft plan is available by visiting the [RTA web-site](#).

There are several opportunities to provide input on the draft plan:

This [brief survey](#) seeks input on recommendations that are being considered as part of the plan. The survey should take less than 10 minutes.

You can submit a [formal comment](#) that will be accepted as part of the hearing process.

The RTA will also be holding public hearings around the region for the opportunity to view the plan and talk one on one with RTA staff. The most convenient hearings for NWMC members are:

### June 18th

DuPage County –Wheaton City Hall, City Council Chambers, 4-6pm

Kane County- Kane County Government Center, Building A 1st Floor Auditorium, 4:00 to 6:00 pm

### June 19th

Downtown Chicago – RTA Headquarters, 175 W. Jackson Blvd. Suite 1650, Chicago, 60604, 11:00 a.m. to 1:00 p.m.

### June 20th

Lake County – *Grayslake Village Hall*, Village Board Room, 4:00 to 6:00 p.m.

North Cook - *Arlington Heights Village Hall*, Board Room and Community Room, 4:00 to 6:00 p.m.

McHenry - *Crystal Lake City Hall*, City Council Chamber, 4:00 to 6:00 p.m.



## IDOT Announces Call For Enhancement Projects

The Illinois Department of Transportation (IDOT) is now accepting applications for the 2013 Illinois Transportation Enhancement Program (ITEP) cycle. Applications are due on Tuesday, August 20, 2013. Projects that are eligible for ITEP funding include: on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities and environmental mitigation; recreational trail program projects; safe routes to school projects; and, projects for the planning, design or construction of boulevards and other roadways

largely in the right-of-way of former Interstate System routes or other divided highways.

Among the projects that are no longer eligible for ITEP funding with the adoption of the new federal transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), are safety and educational activities for pedestrians and bicyclists as well as stand-alone streetscape projects. For more information and the online application, please visit the [ITEP website](#).



## Bicycle Commuter Challenge Reminder

Registration is still open for the Active Transportation Alliance's Bicycle Commuter Challenge, which runs during Bike to Work Week - June 8-14.

NWMC staff will be completing once again (in the Non-Profit 5-24 employee

category) and we encourage all of our member municipalities to compete as well. Register your municipality or department by visiting the [Bike Commuter Challenge website](#).

### MDRN Mobile Workshop to Feature Downtown Des Plaines

On Thursday, June 20 the Municipal Design Review Network, part of DePaul University's Chaddick Institute for Metropolitan Development, will conduct a mobile workshop featuring the *City of Des Plaines*. Participants will meet at the *Des Plaines City Hall*, 1420 Miner Street at 9:00 a.m. for a walking tour of high density, mixed use transit oriented developments, the Des Plaines History Center and in progress streetscape improvements.

Following the tour will be a wrap-up discussion lunch buffet at Caliente Restaurant (\$10). Please RSVP to [mdrn@depaul.edu](mailto:mdrn@depaul.edu) or call 312-362-5731 with any questions.



## CMAP Board Adopts Capital Program Principles

In May, the Chicago Metropolitan Agency for Planning (CMAP) Board adopted principles for a new state capital program. The Illinois Jobs Now! capital package is winding down and preliminary conversations have begun regarding a new capital bill for Illinois. Given the lack of stable funding, the continuation of the arbitrary “55/45 split” that directs only 45 percent of State highway funds to the Chicago region and the lack of transparent project selection, CMAP believes that any new State capital program must be coupled with reform.

CMAP argues that a new state capital program 1) must be funded through new user-fee generated revenues, 2) must move away from the 55/45 split and toward a performance-based funding system, and 3) must provide additional capital funding for both highways and transit.

### New user-fee generated revenues

Sporadic capital bills have led to boom and bust cycles for transportation investments. CMAP’s Go To 2040 plan calls for an increase in the state motor fuel tax as a short-term funding source for transportation. CMAP is also emphasizing that not all new revenues should be used for debt service— some of the new revenue should have a “pay-as-you-go” element to stabilize the State road fund to pay for ongoing needs.

### End 55/45 and move toward performance-based project selection

CMAP argues that past state capital programs have lacked a transparent project selection process and dedicated far too little funding toward northeastern Illinois, relative to what the region provides in economic productivity and tax dollars. As the Go To 2040 plan outlines, CMAP believes that the state should move toward implementing a performance-driven process for selecting projects, rather than continuing arbitrary allocations (see article on page 4).

### Provide additional capital funding for transit

CMAP supports the maintenance of roads and bridges as well as strategic highway expansions in line with Go To 2040’s objectives; however, CMAP emphasizes that well-functioning public transit remains vital to our region’s economic future. According to CMAP’s principles, finding a steady, reliable source of capital funding to support the region’s transit system must be a top priority.

To learn more about the CMAP capital program principles, please visit the [CMAP website](#).



## RTA/CMAP Call for Community Planning and LTA Projects

Planning assistance and grants for local projects across metropolitan Chicago are now available through two regional programs: the Regional Transportation Authority (RTA) Community Planning Program and the Chicago Metropolitan Agency for Planning (CMAP) Local Technical Assistance (LTA) Program. Interested applicants need only complete a single application for both programs. RTA and CMAP coordinate their planning and implementation assistance to reach a broad base of eligible applicants whose proposed local planning projects seek to implement recommendations of the GO TO 2040 regional comprehensive

plan. Program details and applications are available on-line by visiting [www.rtachicago.com/applications](http://www.rtachicago.com/applications).

Applications are due at noon on Wednesday, June 26, 2013.

## Next Generation Bikeway Design Webinar

On June 26, the National Association of City Transportation Officials (NACTO) and the Association of Pedestrian and Bicycle Professionals (APBP) will hold the final webinar in a three-part series regarding the Urban Bikeway Design Guide. This final webinar is entitled *Next Generation Bikeway Design: Raised Cycle Tracks*. The webinar will begin at 2:00 p.m. on Wednesday, June 26.

While many communities have relied primarily on signs and markings to transform their streets, a growing number of bikeways around the country have been improved and made permanent using higher cost materials, curb relocation and complex engineering. This session will look at two facilities that embody long term solutions for city streets.

APBP will provide attendance certificates to those who document their professional development hours and each 60-minute webinar provides one hour of training (.1 CEU). The webinar registration cost is \$50 for APBP members and \$85 for non-members. For more information and to register, please visit the [APBP website](#).



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