

## CHAPTER 7: IMPLEMENTATION PLAN

---

### 7.1 Implementation Strategy

State and Federal funding sources are available for most bicycle infrastructure projects. The Illinois Department of Transportation (IDOT) and the Illinois Department of Natural Resources (IDNR) are the primary agencies that administer State and Federal Grant monies. An overview of Federal and State funding sources is available at <http://www.dot.il.gov/bikemap/devfunds.html>. The Chicago Metropolitan Agency for Planning (CMAP) programs some non-motorized transportation funding and provides detailed information about bicycle and pedestrian planning, contact information and funding information at their websites: <http://catsmpo.com/prog-bikeped.htm> and <http://www.catsmpo.com/bikeped/fundingideas.htm>. (See Appendix 7.1).

Bikeway networks and related infrastructure improvements vary greatly in cost and relative ease of implementation.

- Bicycle Routes require a signing plan and the fabrication and installation of the resulting panels. Bicycle route signing conveys destination, direction and distance information.
- Bicycle Lanes are signed for information like routes, but also require regulatory signing. Additionally, bicycle lanes require lane marking. It is cost-effective to install bicycle lanes when roadways are undergoing periodic maintenance or reconstruction.
- Bicycle Parking requires a site plan, the purchase and installation of equipment.
- Multi-use path investment varies depending on the right-of-way that will be used. Costs will include excavation, base and surface installation, as well as, pavement markings and signing. Costs might also include land acquisition and preparation. These are therefore more complex and expensive projects.
- Structures and Underpasses are the most costly and complex bicycle infrastructure projects. They can be undertaken as independent projects for which funding is sought for the entire project or they are sometimes included as incidental expenditures within other major projects. Either way, a longer planning timeframe and substantial investment of time and money are usually involved.

Traffic and environmental impacts are minimal for the installation of routes, lanes and bicycle parking. Paths and structures are more complex. When bicycle network projects use State and Federal grants, the engineering review process, especially for IDOT funding, is sometimes slow and cumbersome. The time, effort and money involved is not warranted for most bicycle route and lane projects. It is therefore recommended that these projects should be implemented with local funding whenever possible. It is also



recommended that bicycle lane installations should be coordinated with planned roadway maintenance projects whenever possible.

In some cases, northeastern Illinois communities have experienced substantial delays in the implementation of on-street bikeway networks because of review procedures at IDOT. It is hoped that the process will be streamlined in the future for these low impact projects. For the time being, a three tiered implementation procedure is recommended that suggests the use of local funding for the 1<sup>st</sup> tier, as follows in **Table 7.1: Bicycle Network Implementation Strategy**.

<b>Table 7.1: Bicycle Network Implementation Strategy</b>				
	<b>Facility</b>	<b>Funding Source</b>	<b>When to Schedule</b>	<b>Required Planning &amp; Engineering</b>
Tier 1	Bicycle routes	Local funds	Immediately; any season	Signing plan
	Bicycle lanes	Local funds	Next construction season	Signing plan Traffic study Drawings
Tier 2	Bicycle lanes	Roadway maintenance funds	In conjunction with main project	Signing plan Traffic study Drawings
	Shared use paths Side paths	Local, County or roadway construction	Next construction season or in conjunction with main project	Engineering Studies or as required for main project
	Bicycle parking	Local, CMAQ, FTA	Next construction season	Location listing Site plan
Tier 3	Shared use paths	IDOT, IDNR	Initiate design, engineering and review process immediately	Engineering Studies as required
	Structures and Underpasses	IDOT, IDNR, Toll Authority, County	Initiate design, engineering and review process immediately	Engineering Studies or as required for main project

## 7.2 Interagency Coordination

In addition to constructing bicycle facilities on Village-owned streets, many proposed facilities are recommended on streets maintained by Cook County, DuPage County, and IDOT. For these improvements, the Village will need to coordinate improvements with each of these agencies. Coordination activities are included, but not limited to: obtaining permits to perform work within County or State right of way, preparing proposed facility plan drawings, and conducting traffic impact or engineering studies as mentioned in Table 7.1.

All recommended bicycle facility improvements will require engineering review before construction, regardless of the agency responsible for maintenance.



### 7.3 Phasing Plan

The proposed bicycle facilities in Hinsdale include signed on-street bike routes, signed and striped bike lanes, and shared use paths. It is recommended that construction and installation of these facilities be coordinated with roadway reconstruction and resurfacing projects within the Village. As a general rule, bicycle improvements should be coordinated with or immediately follow roadway resurfacing and reconstruction projects. It is not recommended to install bicycle lanes on roads that will soon undergo major improvements. In some cases, particularly in the case of Chicago Avenue, it is recommended to wait until after roadway reconstruction occurs to ensure the roadway surface is in a condition fair enough for bicycle riding. The condition of gutter pans, roadway surfaces, and shoulders should be assessed before installing bicycle facilities.

The proposed bicycle facility network is recommended for construction in a series of four phases.

The first phase includes recommendations that are ready for immediate implementation and can be carried out locally within the next fiscal year. The second phase, near term recommendations, proposes facilities that should be installed within one to five years of plan adoption. The third phase, middle term recommendations, proposes facilities to be installed within six to ten years of plan adoption. The final phase, long term recommendations, proposes facilities that will require more advance preparation and should be installed beyond the tenth year from plan adoption.

Each phase is intended to create a network of bicycle facilities that can be used as a complete system independent of future phases. This is intended to prevent bicycle facilities from dead-ending or stranding a bicyclist at an impassible crossing or bicycle-unfriendly road.

### 7.4 Capital Plan

**Table 7.1, Proposed Capital Program** outlines the proposed construction schedule for bicycle facilities in Hinsdale as recommended in the Phasing Plan. Bicycle facilities are broken down by street with an origin and destination point, total length (in miles), recommended facility type, and estimated cost. For facilities where grant funds are recommended, refer to the Appendix for additional grant program information. Nearly all grant programs require a local match to finance improvements.



**TABLE 7.2 | PROPOSED CAPITAL PROGRAM**

<b>Immediate Implementation</b>					
	<b>Location</b>	<b>From-To</b>	<b>Length (miles)</b>	<b>Improvement</b>	<b>Cost</b>
	8 <sup>th</sup> Street	Jackson Street – County Line Road	1.49	Bike Route	\$ 5,670
	8 <sup>th</sup> Street	Monroe Street	0.00	Stop Sign	\$ 700
	Chicago Avenue	IL-83 – Symonds Drive	1.00	Bike Lanes	\$ 25,910
	County Line	Hickory Street – Highlands Metra	0.27	Bike Route	\$ 1,010
	County Line	Highlands Metra – 60 <sup>th</sup> Street	1.65	Bike Route	\$ 6,270
	Hickory Street	Quincy Street – County Line Road	1.44	Bike Route	\$ 5,460
	Hinsdale Pool Path	Hinsdale Avenue – 2 <sup>nd</sup> Street	0.06	Path	\$ 22,900 <sup>b</sup>
	Jackson Street/Stough Street	Hickory Street – 8 <sup>th</sup> Street	1.07	Bike Route	\$ 4,090
	Katherine Legge Memorial Xing	County Line Road	0.00	Intersection Impr.	\$ 118,220 <sup>t</sup>
	Lincoln Street	Hickory Street – 8 <sup>th</sup> Street	1.03	Bike Route	\$ 3,940
	Madison Street	55 <sup>th</sup> Street – 59 <sup>th</sup> Street	0.51	Bike Lane	\$ 13,140
	Madison Street	Hinsdale Avenue – 55 <sup>th</sup> Street	0.80	Bike Route	\$ 3,050
	Madison Street/Chestnut Street	Monroe/Chestnut – Glendale Avenue	1.26	Bike Route	\$ 4,800
	Oak Street/Ravine Road	Ogden Avenue – Hickory Street	0.67	Bike Route	\$ 2,550
	Salt Creek Lane	Ogden Avenue – Spring Road Path	0.72	Bike Route	\$ 2,740
	Stough Street	Chicago Avenue	0.01	Path	\$ 2,000
<sup>b</sup>	Indicates Illinois Bicycle Path Grant Program funds managed by the Illinois Department of Natural Resources (IDNR) are recommended.				
<sup>t</sup>	Indicates Illinois Transportation Enhancement Program (ITEP) funds managed by the Illinois Department of Transportation (IDOR) are recommended				
<b>Total Cost</b>					<b>\$ 222,450</b>



**Near Term (1-5 years)**

<b>Location</b>	<b>From-To</b>	<b>Length (miles)</b>	<b>Improvement</b>	<b>Cost</b>
1 <sup>st</sup> Avenue	County Line Road – Princeton Road	0.16	Bike Route	\$ 610
57 <sup>th</sup> Street	Madison Street – County Line Road	1.04	Bike Route	\$ 3,940
7 <sup>th</sup> Street	Jackson Street – Madison Street	0.49	Bike Route	\$ 1,890
7th Street Path	Madison Street – Vine Street	0.17	Path	\$ 64,780 <sup>s</sup>
7 <sup>th</sup> Street/ McKinley Road	Vine Street – Woodland Drive	1.16	Bike Route	\$ 4,430
Bonnie Brae Road	Madison Street – Washington Street	0.41	Bike Route	\$ 1,560
Burlington Avenue	Jackson Street – Stough Street	0.07	Bike Route	\$ 270
Chicago Avenue	Hinsdale Avenue – I-294	0.64	Bike Lane	\$ 16,620
Elm Street	Chicago Avenue – 8 <sup>th</sup> Street	0.75	Bike Route	\$ 2,870
Garfield Avenue	8 <sup>th</sup> Street – 59 <sup>th</sup> Street	0.75	Bike Route	\$ 2,870
Glendale Avenue	Madison Street – Washington Street	0.36	Bike Route	\$ 1,390
Harding Road	6 <sup>th</sup> Street/Princeton Road – County Line Road	0.90	Bike Route	\$ 3,420
Hickory Street	Oak Street – Mills Road	0.25	Bike Route	\$ 940
Highlands Metra Xing	Hillgrove Avenue – Highland Park	0.03	Bike Ramp	\$400,000 <sup>t</sup>
Hinsdale Avenue	Stough Street – Chicago Avenue	1.18	Bike Route	\$ 4,490
Minneola Street	Oak Street – I-294 Footbridge to W. Springs	0.35	Bike Route	\$ 1,350
Monroe Street	Chestnut Street – 8 <sup>th</sup> Street	0.60	Bike Route	\$ 2,280
Park Avenue Crossing Impr.	Symonds Drive – Chicago Avenue	0.03	Bike Ramp	\$104,250 <sup>t</sup>
Princeton Road	Chicago Avenue – 6 <sup>th</sup> Street/Harding Road	0.48	Bike Route	\$ 1,810
Symonds Drive	Garfield Avenue – Park Avenue	0.16	Bike Route	\$ 600
Washington Street	Spring Creek Trail – Bonnie Brae Road	0.40	Bike Route	\$ 1,540
<sup>s</sup>	Indicates Safe Routes to School (SRS) funds managed by the Illinois Department of Transportation (IDOT) are recommended.			
<sup>t</sup>	Indicates Illinois Transportation Enhancement Program (ITEP) funds managed by the Illinois Department of Transportation (IDOT) are recommended.			
<b>Total Cost</b>				<b>\$ 621,910</b>



<b>Mid-Term (6-10 years)</b>					
	<b>Location</b>	<b>From-To</b>	<b>Length (miles)</b>	<b>Improvement</b>	<b>Cost</b>
	I-294 Path	Hickory Street – 1 <sup>st</sup> Street	0.43	Path	\$ 168,250
	I-294 Path	1 <sup>st</sup> Street – Harding Road	0.98	Path	\$ 382,220
	I-294 Underbridge	Chicago Avenue	0.05	Path	\$ 40,350
<b>Total Cost</b>					<b>\$ 580,820</b>

<b>Long Term (11+ years)</b>					
	<b>Location</b>	<b>From-To</b>	<b>Length (miles)</b>	<b>Improvement</b>	<b>Cost</b>
	55 <sup>th</sup> Street Path	Madison Street – Camberley Court	0.27	Path	\$ 104,180 <sup>bc</sup>
	Camberley Court	End-to-end	0.17	Bike Route	\$ 630
	55 <sup>th</sup> Street Path	Camberley Court – Harding Road	0.87	Path	\$ 340,450 <sup>bc</sup>
	Elm Street	8 <sup>th</sup> Street – 9 <sup>th</sup> Court	0.20	Bike Route	\$ 780
	Elm Street	9 <sup>th</sup> Court – 55 <sup>th</sup> Street Path	0.05	Path	\$ 17,920 <sup>bc</sup>
	Pierce Veeck Underpass	BNSF Railroad Tracks	0.05	Path, Tunnel	\$1,250,000 <sup>bc</sup>
<sup>b</sup>	Indicates Illinois Bicycle Path Grant Program funds managed by the Illinois Department of Transportation (IDOT) are recommended.				
<sup>c</sup>	Indicates Congestion Mitigation and Air Quality (CMAQ) funds managed by the Illinois Department of Transportation (IDOT) are recommended.				
<b>Total Cost</b>					<b>\$1,713,960</b>

<b>Grand Total</b>					<b>\$3,139,140</b>
--------------------	--	--	--	--	--------------------

