

Downtown Glenview Revitalization Project

BENEFIT-COST ANALYSIS

TIGER VIII Grant Application
 Applicant: Village of Glenview, IL
 April 29, 2016

1. Executive Summary

The Downtown Glenview Revitalization Project is a system of public improvements that are necessary to implement core goals of the 2006 Downtown Revitalization Plan and the 2007 Bicycle and Sidewalk Master Plan. These goals include:

- Reinforcing the function of Glenview Road as a traditional pedestrian- and bike-oriented retail street, serving as the focal point of downtown;
- Maintaining and improving circulation and safety for pedestrians, bicyclists and automobiles;
- Providing adequate and convenient parking to support downtown uses; and
- Providing bicycle access and connectivity to link downtown Glenview and the downtown Glenview transit center to neighboring villages and regional trails.

The proposed system of improvements designed to fulfill the Plans' goals will greatly improve multi-modal transportation networks including bicycle and pedestrian connectivity, reduce congestion in the downtown area, and create desirable additional parking for commuter rail riders and patrons of the downtown commercial area. The project will benefit existing businesses, residents and commuters by increasing system efficiency and access for all users. The additional public parking spaces developed as part of the project will also facilitate new transit-oriented development (TOD) on key sites in the downtown near the commuter train station.

This report was prepared by SB Friedman Development Advisors for the Village of Glenview, Illinois.

TIGER Project Summary Matrix

Current Status/ Baseline & Problem to Be Addressed	Change to Baseline/ Alternatives	Type of Impacts/ Summary of Benefits	Population Affected by Impacts	Page Reference
Traffic congestion	Move Amtrak service to North Glen Station	Trains will no longer block downtown intersection of Glenview Road, removing prolonged congestion.	Commuters, residents, local business	Page 4
Aging infrastructure and inadequate pedestrian and bicycle environment	Street resurfacing and streetscape improvements on Glenview Road to improve public realm	Improving aging infrastructure and achieving state of good repair. Significantly enhancing the public realm and downtown walkability through streetscape improvements.	Residents, bike and train commuters, and local drivers	Page 4, 7

Lack of multi-modal system connectivity	Bike lanes connecting Metra station and trail systems	Additional bike commuters, safer environment for cyclists, increased number of recreational cyclists. Health benefits and mobility benefits.	Residents, bike and train commuters, local drivers, recreational users	Page 3-6
Need for downtown parking to support Metra riders and density of development in the adopted form-based code	2-story parking structure added to the downtown Metra station freeing up additional public surface parking	Supportive of development of current surface parking lots elsewhere in downtown in accordance with Downtown Revitalization Plan and adopted form-based code to increase density and encourage TOD. 271 structured parking spaces that are more convenient for Metra riders. 91 additional public parking spaces that will support and attract additional customers for downtown business.	Metra riders, commuters, residents, business owners, shoppers	Page 2-4

The total project is estimated to cost \$12.58 million and is expected to be completed by 2019 upon receipt of funds in 2016. So far, the project has secured \$1.76 million in Federal STP funding and \$4.33 million in committed local funding. The TIGER request of \$6.49 million is 52% of the total project cost.

Project Funding Sources

Village Funding	\$4,331,758	34%
Federal STP Funding	\$1,764,789	14%
TIGER Request	\$6,486,148	52%
Total Project Costs	\$12,582,695	100%

Project Benefits

Economic Competitiveness	<ul style="list-style-type: none"> • Increased sales for downtown business due to increased parking availability, new bicycle connectivity to downtown, and improved pedestrian realm on Glenview Road • Facilitating transit-oriented development at key sites in the downtown by freeing up surface parking lots for development • New/improved multi-modal connections between the Glenview transit station, motorists, bike lanes/routes and pedestrian walkways on Glenview Road • Travel-time savings due to relocation of Amtrak station
Quality of Life	<ul style="list-style-type: none"> • Increased multi-modal access and downtown walkability • Health benefits of cycling • Mobility benefits of cycling • Recreational benefits of cycling • Fuel savings from reduced idling at the rail crossing
Sustainability	<ul style="list-style-type: none"> • Reduction in CO₂, CO, NOX & VOCs from reduced idling at rail crossing • Reduction in vehicles on the road due to increased bike commuters • Improvements to air quality and stormwater management due to street trees and landscaping on Glenview Road
Safety	<ul style="list-style-type: none"> • Improved streetscape and bicycle lanes/routes reduce conflict with vehicles • Relocation of Amtrak trains reduces conflict at train crossings
State of Good Repair	<ul style="list-style-type: none"> • Projects will be built to maintenance standards • Amtrak relocation will add ADA-compliant upgrades to the North Glen Station • Resurfacing and bike lanes extend lifespan of existing roadways

1. Project Overview

A. CURRENT SYSTEM BASELINE

In an effort to create a more walkable, multi-modal and vibrant downtown, the Village of Glenview underwent an extensive planning process from 2006-2008. The resulting Downtown Revitalization Plan (2006), Bicycle and Sidewalk Master Plan (2007), Form-Based Code (2008), and soon-to-be approved 2016 Comprehensive Plan Update encourage increased density and transit-oriented development, identify critical sites for future development, and highlight the need for increased bike and pedestrian infrastructure to improve quality of life and environmental impact. While these plans and regulatory codes were adopted by the Village, the Great Recession hindered the implementation process. Today, the Village is taking active steps to complete this downtown revitalization in order to increase the quality of life for residents and workers, and attract and support new development.

The downtown Glenview Road train station currently serves both the Chicago Metra Milwaukee District Line and the Amtrak intercity Hiawatha and Empire Builder service lines. However, the downtown station platform is too short to accommodate the full length of Amtrak trains. This results in regular traffic congestion at the at-grade crossing in downtown as the Amtrak trains block the intersection with Glenview Road while passengers board and de-board. Because the Amtrak trains arrive at the station 16 times a day, this congestion is a frequent occurrence in downtown Glenview and affects hundreds of vehicles, pedestrians and cyclists.

Currently, the downtown station has several parking spaces along the train tracks that are used for both Metra and Amtrak passengers. A recent downtown parking study identified the largest demand for parking near the corner of Pine and Glenview Road, directly adjacent to the rail crossing. In addition there are currently few dedicated public parking lots downtown that serve commercial businesses. Supplementing the public parking is a lot on the site of a vacant store (“Bess Hardware lot”) slated for redevelopment (see Village Downtown Revitalization Plan). Redevelopment of the Bess Hardware lot is burdened by the need to replace the existing parking spaces that currently meet the demand that has been generated from new development in the area.

B. PROPOSED PROJECT: A SYSTEM OF IMPROVEMENTS FOR DOWNTOWN REVITALIZATION

The proposed project improvements will address downtown traffic congestion and parking constraints, and provide new multi-modal access to downtown. All aspects of this project are directly outlined as objectives of the 2006 Downtown Revitalization Plan and the 2007 Bicycle and Sidewalk Master Plan. The project has four primary components:

- **Amtrak Relocation.** Amtrak service will be relocated from the downtown Glenview Road train station to the existing North Glen Metra Station. Required improvements to the North Glen Metra Station include:
 - Station improvements to accommodate Amtrak trains and riders
 - ADA improvements
 - Pedestrian underpass

- **Metra Parking Structure.** The construction of a two-level parking deck on an existing surface lot will accommodate Metra rail park-and-ride commuters and convert 91 existing surface spots to downtown public parking.
- **Bike Infrastructure on Glenview Road.** Approximately five miles of new on-street bike lanes and routes and related upgrades are proposed on Glenview Road from Milwaukee Avenue to the west to the Village's eastern boundary near I-94 to the East.
- **Street Improvements on Glenview Road.** Improvements include surfacing, watermain replacement, streetscaping and wayfinding on Glenview Road between the Milwaukee District North Line and Waukegan Road.

2. Project Benefits

A. ECONOMIC COMPETITIVENESS

i. Economic Development Opportunity

The proposed project will greatly enhance economic development opportunities in the downtown. The adopted 2008 Form-Based Code encourages an increased density of development downtown and does not require new uses to provide additional parking. Additionally, developing vacant parcels that are currently being used as downtown parking, would increase parking demand by reducing supply and also adding to the commercial businesses downtown. Therefore, the creation of additional public parking for downtown will be crucial for the success of downtown commercial businesses.

In addition to parking, the other project elements will also attract private investment. Connectivity to multi-modal transit options is a driver of urban development and allows for increased density, which is the core vision behind the Village's Form-Based Code and Downtown Revitalization Plan. By implementing streetscape improvements, the downtown area will be a more attractive retailing environment and urban residential neighborhood, and will add to the Village's competitiveness within the broader Chicago suburban market.

ii. Access for Major Employers

If the project is completed, it will provide better access for employees working near the North Glen Station. Major employers, such as Anixter, Beltone and North American Company, have corporate offices near the North Glen Station, and Allstate and Astellas shuttle employees to this station. These corporations and their hundreds of employees would place value on access to Amtrak service to downtown Chicago and Milwaukee.

iii. Reduced Travel Time

Based on traffic counts, the current average delay per vehicle waiting at the train crossing when the barriers are down is 75 seconds. With the proposed project, this delay time will be eliminated as the Amtrak trains will no longer block the intersection. Using an average of value of \$13.23 per hour for all local travel (TIGER BCA Guidelines, inflated to 2016 \$s), the project is estimated to provide travel-time savings of \$490,983 (at a 7% discount rate), or 84,035 person hours of time (see **Appendix Table 1**).

Additionally, through the construction of the dedicated Metra parking structure, commuters will have a more direct connection to the station and will be provided additional spaces to meet a growing demand. This will reduce the travel time currently spent in search of available parking along the half-mile of rail line and then walking to the station.

B. QUALITY OF LIFE BENEFITS

i. Bike Connectivity and Multi-Modal Accessibility

The Village is currently implementing the adopted 2007 Bicycle and Sidewalk Master Plan for a Village-wide multi-modal transportation system that will connect to existing trails and bike routes. Implementing this plan promotes an increased quality of life, reduced vehicle usage, and walkable development in the downtown area.

Figure 1: Proposed Bicycle Project and Population Impact



As seen in **Figure 1**, new cycle lanes on both sides of Glenview Road from Milwaukee Avenue to the Village’s eastern boundary are included in this project. For commuters, this project will provide a direct bicycle connection to the Metra station that is currently absent. For recreational riders, the system will connect to numerous trail systems, including the Techny Trail, which extends from Milwaukee to downtown Chicago. According to ESRI Business Analyst 2015 data, there are 51,053 people that live within one mile (1600 meters) of the proposed bicycle project on Glenview Road.

NCHRP Report 552: Benefits of Bicycle Facilities

This report by the Transportation Research Board analyzes the benefits of implementing bicycle facilities and was used as a primary source to arrive at the potential benefits of this project. According to the US Census 2014 American Community Survey, the Village

of Glenview has a bike commuter share of 0.2%. The NCHRP model uses population within one mile, half-mile and quarter-mile zones as well as bicycle ridership to estimate new commuters and recreational users and the associated benefits of the bicycle facilities (**Figure 1** depicts these zones). See **Appendix Table 4** for more detailed calculations. The online benefit calculator predicted an estimate of 261 new cyclists and 715 existing cyclists (Source: <http://www.pedbikeinfo.org/bikecost/dboutput.cfm>).

- **Annual Health Benefit for Bike Commuters: \$33,408**

Cyclists that opt to bike instead of drive to work experience a health benefit of approximately \$128/year as calculated by the NCHRP. This is the median health benefit for those who exercise approximately 30 minutes per day. Using the calculations provided in the NCHRP Report 522, this produces a benefit of \$33,408 per year for this project.

- **Annual Recreation Benefit: \$886,977** (low estimate)

This benefit is calculated based on the number of new users who will utilize the bicycle facilities. It is important to note that the value of time used in the model, \$10 per hour, is conservative compared to the value of time used by the DOT for drivers, approximately \$13 per hour. The recreation benefit is multiplied by 365 days as it is based on new users, not simply new bike commuters.

- **Annual Mobility Benefit: \$60,062**

Based on the NCHRP research, commuters are willing to spend an additional 15.8 minutes for commuting on bike lanes with on-street parking, or an additional 18 minutes on lanes without on-street parking. When multiplied by the value of time (\$0.20/minute), the number of commuting days per year (250), and the net change in bike commuters, the model produces approximately \$60,000 of benefits.

- **Annual Decreased Auto Use Benefit: \$3,112**

Since the NCHRP mode predicts an increase in bike commuters, the number of cars on the road will decrease accordingly. The benefit of decreased car usage is calculated by multiplying the number of new commuters by the average round-trip length, 250 commuting days, and the value of savings per mile. The savings per mile is estimated to be \$0.08 and the average round trip length is approximately eight (8) miles.

- ii. **Fuel Cost Savings**

Vehicle operating cost savings will be realized through the reduced fuel usage due to unnecessary idling at the rail crossing. The project will save users approximately 30,000 gallons or \$27,450 in 7% present value terms, based on average fuel cost data from the Environmental Information Administration (<https://www.eia.gov/petroleum/gasdiesel>).

C. ENVIRONMENTAL BENEFITS

- i. **Reduction in CO₂, CO, NO_x and VOC Emissions**

If the project is implemented, it would reduce congestion and the amount of delay time spent idling at the rail crossing. In addition to reducing fuel usage, this reduced idling

would also reduce air pollutants. In total, the project would remove 272.15 metric tons of carbon monoxide (CO,) nitrogen oxides (NOx) and volatile organic compounds (VOCs) from the environment. The CO₂ reduction was calculated based on the fuel savings from reducing idling. The value of CO₂ reduction was calculated using the TIGER BCA Guidelines, as shown in the Appendix.

ii. **Landscape Zones & Street Trees**

The streetscape portion of the project includes reducing the current level of hardscaping and incorporating landscape zones and street trees. Trees and landscaping have impacts beyond aesthetic improvements: they improve air quality, reduce CO₂, and improve drainage and stormwater management.

D. SAFETY

i. **Reduction in Pedestrian & Cyclist Conflict with Vehicles**

The new bicycle facilities will clearly separate the roadway from vehicular traffic, reducing the likelihood of vehicle and cyclist conflict. Additionally, streetscape improvements such as on-street parking and landscaped buffer zones separate pedestrians from moving traffic, thus reducing the potential for accidents.

E. STATE OF GOOD REPAIR

i. **System-Wide Connectivity Provides Long-Term Benefit**

As the local and regional population continues to grow, the four elements of this project provide a long-term solution to provide more efficient access on a system-wide basis. The current congestion due to Amtrak train delays will only be exacerbated over the long term unless the proposed improvement is made. Relocating Amtrak service to the North Glen Station, will reduce congestion-related delays in the downtown environment, increase access for employees of major corporate businesses near the train station and retail and service businesses in the Glen Town Center, and provide a more accessible and ADA-compliant station for all users.

The new bike infrastructure provides better multi-modal connections to transit and encourages bike commuting. By reducing the number of vehicles (auto commuters) on the road, this extends the current lifespan of the existing streets. Additionally, Glenview Road, the primary surface of the bike routes, will be resurfaced to bring it to a state of good repair. Thus, the bike lane portion of the project will provide new infrastructure without necessitating new roadways.

Appendix Tables

The following calculations follow the 2016 TIGER BCA Guidelines and utilize traffic data provided by the Village unless otherwise noted.

Vehicles per Day (ADT)	IDOT 2014	Annual Growth	2040
Glenview Road	11,400	0.85%	13,900

Traffic at Rail Gates	Cars/ Day stopped	# of Stops/Day	Average Time/Car	Annual Delay Hours
Glenview Road	478	16	75 sec	3580

Table 1: Value of Travel-Time Savings

Year	Calendar Year	Total Reduced Travel Time (Hours)	Total Reduced Travel Benefit [1]	Total Reduced Travel Benefit @ 3%	Total Reduced Travel Benefit @ 7%
0	2016	0	\$ -	\$ -	\$ -
1	2017	0	\$ -	\$ -	\$ -
2	2018	0	\$ -	\$ -	\$ -
3	2019	3672	\$ 48,588	\$ 44,465	\$ 39,662
4	2020	3703	\$ 49,001	\$ 43,537	\$ 37,383
5	2021	3735	\$ 49,418	\$ 42,628	\$ 35,234
6	2022	3767	\$ 49,838	\$ 41,738	\$ 33,209
7	2023	3799	\$ 50,261	\$ 40,867	\$ 31,300
8	2024	3831	\$ 50,689	\$ 40,014	\$ 29,501
9	2025	3863	\$ 51,119	\$ 39,179	\$ 27,806
10	2026	3896	\$ 51,554	\$ 38,361	\$ 26,207
11	2027	3929	\$ 51,992	\$ 37,560	\$ 24,701
12	2028	3963	\$ 52,434	\$ 36,776	\$ 23,281
13	2029	3996	\$ 52,880	\$ 36,009	\$ 21,943
14	2030	4030	\$ 53,329	\$ 35,257	\$ 20,682
15	2031	4065	\$ 53,782	\$ 34,521	\$ 19,493
16	2032	4099	\$ 54,240	\$ 33,800	\$ 18,373
17	2033	4134	\$ 54,701	\$ 33,095	\$ 17,317
18	2034	4169	\$ 55,166	\$ 32,404	\$ 16,322
19	2035	4205	\$ 55,635	\$ 31,728	\$ 15,383
20	2036	4240	\$ 56,107	\$ 31,065	\$ 14,499
21	2037	4276	\$ 56,584	\$ 30,417	\$ 13,666
22	2038	4313	\$ 57,065	\$ 29,782	\$ 12,880
23	2039	4349	\$ 57,550	\$ 29,160	\$ 12,140
TOTAL		84035	\$ 1,111,933	\$ 762,363	\$ 490,983

[1] Value of Time saved is based on an average of \$13.23 per hour for all local travel. (TIGER BCA Guidelines, converted to 2016 \$\$)

Table 2: Fuel Cost Savings

Year	Calendar Year	Total Reduced Fuel (gallons)	Total Reduced Fuel Benefit [1]	Total Reduced Fuel Benefit @ 3%	Total Reduced Fuel Benefit @ 7%
0	2016		\$0	\$0	\$0
1	2017		\$0	\$0	\$0
2	2018		\$0	\$0	\$0
3	2019	1,313	\$2,716	\$2,486	\$2,217
4	2020	1,324	\$2,740	\$2,434	\$2,090
5	2021	1,335	\$2,763	\$2,383	\$1,970
6	2022	1,347	\$2,786	\$2,333	\$1,857
7	2023	1,358	\$2,810	\$2,285	\$1,750
8	2024	1,370	\$2,834	\$2,237	\$1,649
9	2025	1,381	\$2,858	\$2,190	\$1,555
10	2026	1,393	\$2,882	\$2,145	\$1,465
11	2027	1,405	\$2,907	\$2,100	\$1,381
12	2028	1,417	\$2,931	\$2,056	\$1,302
13	2029	1,429	\$2,956	\$2,013	\$1,227
14	2030	1,441	\$2,981	\$1,971	\$1,156
15	2031	1,453	\$3,007	\$1,930	\$1,090
16	2032	1,466	\$3,032	\$1,890	\$1,027
17	2033	1,478	\$3,058	\$1,850	\$968
18	2034	1,491	\$3,084	\$1,812	\$912
19	2035	1,503	\$3,110	\$1,774	\$860
20	2036	1,516	\$3,137	\$1,737	\$811
21	2037	1,529	\$3,163	\$1,701	\$764
22	2038	1,542	\$3,190	\$1,665	\$720
23	2039	1,555	\$3,217	\$1,630	\$679
TOTAL		30,046	\$62,165	\$42,622	\$27,450

[1] Assumes \$2.069 as the cost per gallon of fuel (<https://www.eia.gov/petroleum/gasdiesel>)

Table 3: Total Value of CO₂ Reduction (per metric ton)

Year	Calendar Year	Reduced Fuel Consumption (Gal)	Reduction (metric tons) [1]	3% SCC (2016\$\$s) [2]	Undisc. Value @ 3% Avg SCC	NPV @ 3% (SCC)
0	2016	0	0	\$46.82	\$0	\$0
1	2017	0	0	\$47.84	\$0	\$0
2	2018	0	0	\$49.87	\$0	\$0
3	2019	1313	11.70	\$51.91	\$607	\$556
4	2020	1324	11.80	\$52.93	\$624	\$555
5	2021	1335	11.90	\$52.93	\$630	\$543
6	2022	1347	12.00	\$54.96	\$659	\$552
7	2023	1358	12.10	\$55.98	\$677	\$551
8	2024	1370	12.20	\$57.00	\$695	\$549
9	2025	1381	12.31	\$58.02	\$714	\$547
10	2026	1393	12.41	\$59.03	\$733	\$545
11	2027	1405	12.52	\$61.07	\$764	\$552
12	2028	1417	12.62	\$62.09	\$784	\$550
13	2029	1429	12.73	\$63.11	\$803	\$547
14	2030	1441	12.84	\$64.12	\$823	\$544
15	2031	1453	12.95	\$64.12	\$830	\$533
16	2032	1466	13.06	\$66.16	\$864	\$538
17	2033	1478	13.17	\$67.18	\$885	\$535
18	2034	1491	13.28	\$68.19	\$906	\$532
19	2035	1503	13.39	\$69.21	\$927	\$529
20	2036	1516	13.51	\$70.23	\$949	\$525
21	2037	1529	13.62	\$72.27	\$984	\$529
22	2038	1542	13.74	\$73.28	\$1,007	\$525
23	2039	1555	13.85	\$74.30	\$1,029	\$522
267.67					\$16,894	\$11,359

[1] CO₂ was calculated based on U.S. Energy Information Administration’s non-ethanol rate of 19.64 lbs of CO₂ per gallon of gas consumed (<http://www.eia.gov/tools/faqs/faq.cfm?id=307&t=11>)

[2] TIGER BCA Guidelines 2016 (*Technical Support Document: Technical Update of the Social Cost of Carbon for Regulatory Impact Analysis under Executive Order 12866* [May 2013, revised November 2013], Page 18); Inflated to 2016 \$\$

Benefit of Bike Lanes: NCHRP Online Calculator

This is an estimate of benefits based on a 2006 study of the value of bike facilities. It uses population density (3,200 people per square mile, US Census data) and type of bike facility (7,400 m of on-street without parking) to produce the following outputs.

(Source: <http://www.pedbikeinfo.org/bikecost/dboutput.cfm>)

	Low Estimate	Mid Estimate	High Estimate
Residents	66,243	66,243	66,243
Existing Commuters	53	53	53
New Commuters	18	18	18
Total Existing Cyclists	715	11,325	16,720
Total New Cyclists	261	3,865	5,697

	Low Estimate	Mid Estimate	High Estimate
Recreation Benefit	\$886,977	\$14,040,511	\$20,728,971
	Per Trip	Daily	Annually
Mobility Benefit: Bicycle lane without parking	\$3.60	\$256	\$60,062
	Low Estimate	Mid Estimate	High Estimate
Health Benefit	\$33,409	\$494,684	\$729,238
	Urban	Suburban	Rural
Decreased Auto Use	\$5,057	\$3,112	\$389

Table 4: Value of Bike Lane Benefits

Year	Calendar Year	Mobility Benefit	Bike Commuter Health Benefit	Reduced Car Use Benefit	Recreation Benefit	Total Bike Lane Benefit	Total Bike Lane Benefit @ 3%	Total Bike Lane Benefit @ 7%
0	2016	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1	2017	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	2019	60,062	33,409	3,112	886,977	\$983,560	\$900,097	\$802,878
4	2020	60,573	33,693	3,138	894,516	\$991,920	\$881,308	\$756,731
5	2021	61,087	33,979	3,165	902,120	\$1,000,352	\$862,912	\$713,237
6	2022	61,607	34,268	3,192	909,788	\$1,008,855	\$844,900	\$672,242
7	2023	62,130	34,559	3,219	917,521	\$1,017,430	\$827,264	\$633,604
8	2024	62,658	34,853	3,247	925,320	\$1,026,078	\$809,995	\$597,187
9	2025	63,191	35,149	3,274	933,185	\$1,034,800	\$793,088	\$562,862
10	2026	63,728	35,448	3,302	941,117	\$1,043,595	\$776,533	\$530,511
11	2027	64,270	35,750	3,330	949,117	\$1,052,466	\$760,324	\$500,019
12	2028	64,816	36,053	3,358	957,184	\$1,061,412	\$744,453	\$471,280
13	2029	65,367	36,360	3,387	965,320	\$1,070,434	\$728,913	\$444,192
14	2030	65,923	36,669	3,416	973,525	\$1,079,533	\$713,698	\$418,661
15	2031	66,483	36,981	3,445	981,800	\$1,088,709	\$698,801	\$394,598
16	2032	67,048	37,295	3,474	990,146	\$1,097,963	\$684,214	\$371,918
17	2033	67,618	37,612	3,504	998,562	\$1,107,295	\$669,932	\$350,541
18	2034	68,193	37,932	3,533	1,007,050	\$1,116,707	\$655,948	\$330,393
19	2035	68,772	38,254	3,563	1,015,610	\$1,126,199	\$642,256	\$311,404
20	2036	69,357	38,579	3,594	1,024,242	\$1,135,772	\$628,849	\$293,505
21	2037	69,947	38,907	3,624	1,032,948	\$1,145,426	\$615,723	\$276,635
22	2038	70,541	39,238	3,655	1,041,728	\$1,155,162	\$602,871	\$260,735
23	2039	71,141	39,571	3,686	1,050,583	\$1,164,981	\$590,286	\$245,749
TOTAL		\$1,374,511	\$764,561	\$71,218	\$20,298,359	\$22,508,649	\$15,432,365	\$9,938,884

Based on NCHRP Report 552: Guidelines for Analysis of Investments in Bicycle Facilities (2006).
 (Online calculator: <http://www.pedbikeinfo.org/bikecost/dboutput.cfm>)