

**Application form:
Community Planning program and
Local Technical Assistance program**

DEADLINE: Noon on Wednesday, June 26, 2013

This application form is online at www.rtachicago.com/applications. You may submit the form by email to applications@rtachicago.com.

Upon receipt of application, you will receive an e-mail verifying that your application has been received.

1. Name of Applicant: Village of Arlington Heights

2. Main Contact for Application (please include name, phone number and email):

**Briget F. Schwab, P.E.
Village of Arlington Heights Engineering Department
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Arlington Heights, IL 60005
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3. Type of Applicant (please check any that apply):

Local government

Multijurisdictional group*

Please list the members of the group (including government and nongovernmental organizations):

Nongovernmental organization*

Name of local government partner(s):

*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP or the RTA prior to submitting their application to discuss their project and the demonstration of local support.

4. Project Type (please check any that apply):

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP or RTA.)

- My project involves preparation of a plan.
- My project helps to implement a past plan.
- My project links land use, transportation, and housing.
- My project has direct relevance to public transit and supports the use of the existing transit system.
- My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

5. Project Location:

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

The project will be the development of a village-wide bicycle and pedestrian plan for the Village of Arlington Heights. The Village's existing bicycle map is available here: http://www.vah.com/government/commissions/bicycle_commission.aspx.

6. Project Description:

Please tell us what you would like to do in your community, and what assistance is needed. If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. CMAP and RTA staff will follow-up with you if we need any additional information to fully understand your proposed project.

The Village of Arlington Heights would like to create a village-wide bicycle and pedestrian plan. Located in the northwest suburbs, the village is home to over 76,000 residents. It is also a transportation hub with access to the Jane Addams Tollway, Illinois Route 53, Lake-Cook Road and other major arterials as well as two Metra stations and seven Pace routes.

The Village Board, with the encouragement of the Bicycle and Pedestrian Advisory Commission, has been seeking ways to increase bicycling and walking as forms of transportation and recreation. Recent efforts have included the adoption of a Complete Streets ordinance and the ongoing development of a bicycle parking ordinance. Additionally, the Village is pursuing Bicycle Friendly Community status through the League of American Bicyclists. However, without an up-to-date, central document to guide the Board and Village staff, only incremental progress has been made towards turning Arlington Heights into a true bicycle and pedestrian friendly environment.

Currently, the Village has a network of signed on-street bicycle routes, some off street paths and one short bike lane. The pedestrian and bicycle friendly downtown and neighboring residential areas are unfortunately surrounded by arterial roads with little or no bicycle accommodations and an inconsistent or incomplete sidewalk network. Safe crossings for bicyclists and pedestrians are often absent.

As a member of the Northwest Municipal Conference (NWMC), the Village recognizes the importance of intergovernmental planning. In the past few years, neighboring communities Palatine, Mount Prospect,

Wheeling and Des Plaines have adopted and begun implementation of transportation plans with a focus on bicycling and walking. Five regional corridors identified in the 2010 NWMC Bike Plan and four from CMAP's Greenways and Trails plan cross Arlington Heights. By working with its neighbors and developing major regional connections, the Village can encourage more bicyclists and pedestrians to use the existing system and advocate for more improvements in the future.

A previous plan focused solely on bicycle planning was first adopted in 1988 and revised in 1996 and established the basic principles for bicycle planning and the first of the on-street bicycle network. However, a comprehensive update is needed to incorporate current best practices, emphasize connections with neighboring communities and regional destinations and reflect the village's successful focus on transit-oriented development.

To develop a bicycle and pedestrian plan, the Village is seeking CMAP staff or consultant assistance. Key Village staff and members of the Bicycle and Pedestrian Advisory Commission would form the core of the project's Steering Committee. Public input will be an integral part of the plan's development through outreach to citizens, the business community, schools and local organizations including bicycle clubs.

The Village proposes to focus the plan around the Five Es:

- Engineering: To create a safe and convenient environment to walk and bike
- Education: Giving people of all ages and abilities the skills and confidence to ride and walk
- Encouragement: Creating a strong bicycle and pedestrian culture that welcomes and celebrates bicycling and walking
- Enforcement: Ensuring safe roads for all users
- Evaluation & Planning: Planning for bicycling and walking as safe and viable transportation options

The plan should include an inventory of existing resources and conditions, develop solutions to any problem locations and a plan for implementing the identified solutions. Among the proposed topics the plan should address are route planning and infrastructure including connections to surrounding communities, safe crossings at intersections with a focus on the arterial network, accommodations and access to transit stations, bicycle signage and access for all users of the bicycle and pedestrian network. Most importantly, the plan will include a comprehensive implementation chapter, guiding the schedule and costs of the physical and policy recommendations made in the plan.

A successful bicycle and pedestrian plan for the Village of Arlington Heights will serve to implement Go To 2040's principles of livability and regional mobility. Specifically, the plan will address Principles of Livable Communities and Principles of Regional Mobility identified in the Go To 2040 Plan. To support the Livable Communities chapter, the plan will directly address walkability and inter-jurisdictional cooperation while supporting infill and redevelopment as well as housing affordability particularly near transit. Arlington Heights has supported transit-oriented development in its downtown area and in new developments, including the under construction Arlington Downs multi-use development near the Arlington Park Metra station. A more robust plan will ensure these principles are incorporated village-wide.

To fulfill Go To 2040's Regional Mobility Chapter, the plan will support the use of alternative transportation including walking bicycling and transit, support the maintenance and modernization of the existing transportation network and provide support for transit through small-scale infrastructure investments, supportive land use , or other policies. Through this bicycle and pedestrian plan, the

Village hopes to give its residents and residents from the whole region better choices for transportation and access to jobs, school, shopping and recreational opportunities.