CMAP Community Planning Program
Project Descriptions
DRAFT by CMAP Staff for Working Committee Review
June, 2011

Summary

The application deadline for the CMAP/RTA collaboration on the Community Planning Program was on June 9, 2011. This competitive grant program is for communities in the 7-county region to provide assistance to undertake a balanced, coordinated, and integrated approach to community and transportation planning. CMAP's focus in this program is on the Integration of Transportation and Land Use, while RTA seeks to promote Transit Oriented Development and Local Transit Improvements.

Twenty applications were received of which ten specifically addressed the CMAP objectives. Below are project descriptions of the CMAP applications. The projects addressing the RTA objectives are listed following the descriptions. Additionally, the attached map depicts all projects received with specific focus on the CMAP applications.

Downtown Planning Study

Applicant: Village of Algonquin

This project is in response to the proposed Algonquin Western Bypass which will reroute IL Rte. 31 west of Algonquin city limits. Following the re-direction of regional through-traffic, including heavy trucks, from the downtown district to the Western Bypass, the Village will assume local control of the existing Rte. 31. This may offer opportunities for developing a downtown planning study. The proposed plan will explore land use redevelopment and increased access to the parks, commercial, and recreational uses located throughout Algonquin's Old Town District. The project seeks to benefit from the resulting decreased downtown traffic congestion by developing plans for increasing access and options for multiple modes of transportation.

Community Multi-use Path

Applicant: Village of Bridgeview

This project seeks to provide alternative modes of transportation to connect Oak Lawn and Bridgeview to the Pace Transit Center which is programmed for construction in 2012. The proposed path will provide connection to multiple uses that link residential areas to schools, workplaces, commercial corridors, community centers and parks. The proposed 4.5 mile path

may provide an opportunity for coordinated planning efforts for a regional multi-use path system with neighboring communities to link to the 32 mile proposed Cal-Sag Trail.

LeClaire Hearst Community Planning
Applicant: Chicago Housing Authority (CHA), sponsored by City of Chicago Department of Housing and Economic Development (DHED)

This project addresses transit access and walkability as part of the redevelopment of LeClaire Courts, a former CHA public housing community now being planned for mixed-income redevelopment as part of the CHA's Plan for Transformation. The property is near many major transportation assets, located just south of I-55 and the Heritage Corridor rail line on Cicero Avenue north of Midway Airport. This project would plan for transit access and pedestrian accommodations as part of the preparation of an overall site master plan. The CHA intends to seek LEED-ND certification for the redevelopment of LeClaire Courts.

Bikeway and Pedestrian Plan
Applicant: Village of Downers Grove

The Village of Downers Grove is proposing an update of bicycle and pedestrian plans, which are both over ten years old, to better integrate the two plans while aligning them with regional goals. The three main objectives are to develop a comprehensive biking and walking network, to increase safety throughout the Village by developing a public education and outreach plan, and to market bicycling and walking throughout the community as viable transportation options. A steering committee will establish key goals and priorities; data analysis and field investigations will give a picture of existing conditions, important connections, and needs for safety improvements; a marketing and communication plan will be developed for public engagement. While the plan will cover the entire Village, special attention will be paid to the downtown area, key employment centers, the three Metra commuter stations, and Pace stops to increase access to jobs and connections to transit.

Sidewalk Gap and Transit Stop Study
Applicant: City of Elgin

This project addresses pedestrian connectivity and improvements to the existing Pace stop locations and amenities in the City of Elgin. The proposed study will include an inventory and assessment of the public sidewalk network and a review of the conditions in the existing transit stops. Recommendations to fill in identified gaps in pedestrian connectivity will be part of the project scope, in addition to recommendations for standards for transit stops. The improved network will provide increased access to jobs, services, and basic needs.

Downtown Streetscape and Parking Garage Study
Applicant: Village of Glen Ellyn

The completion of a Downtown Streetscape and Parking Garage Study would be used to establish a pedestrian-friendly downtown, evaluate the locations for two potential parking garages, improve way-finding, and improve bicycling conditions for the Village of Glen Ellyn. Following recommendation from the 2009 Downtown Strategic Plan, this plan aims to improve the Village's existing infrastructure and support current and future downtown residents (when new planned housing units are added). The proposed streetscape improvements will encourage developers to construct new housing in the downtown area and increase the density, adding to the downtown's livability. The study of the potential parking garage locations would evaluate pros and cons of 5 identified locations to be narrowed down to two. The study would also build off of several downtown initiatives including: the establishment of a National Downtown Historic District, a two-way traffic study, and investments made by Metra and the Union Pacific Railroad to improve pedestrian safety near railroad tracks.

Hillside Community Planning Project
Applicant: The Village of Hillside

The Village of Hillside requests funding assistance to develop a comprehensive plan within the framework of an integrated land use and transportation strategy. With its last comprehensive planning process dating from 1976, the Village's demographic changes and economic developments since then warrant a new comprehensive plan to address emerging community needs. Hillside's location in Cook County at the crossroads of some of the region's major expressways and transit corridors further emphasizes its need for long-term transportation and land use planning within the context of regional priorities from GO TO 2040. Strategies for this planning process would address: housing affordability (particularly near transit); increased transportation access and options; and economic revitalization. A comprehensive plan would enable Hillside to capitalize upon the Village's strategic location in the region's transportation network and create a more livable community.

Comprehensive Transportation Plan
Applicant: Village of Plainfield

The Village of Plainfield is requesting assistance to develop a Comprehensive Transportation Plan. The project's goals are to map out a plan to maintain and improve the quality of the existing Village transportation system, reduce auto trips, increase bicycle trips, improve the walkability of the community, and enhance and expand the existing transit service of the

Village. This will build on the existing 2002 Plainfield Comprehensive Plan to address a master thoroughfare plan, transit planning, pedestrian access, bicycle path network, future land use and traffic generation, pavement maintenance, and truck routing. A key desired outcome of this work will be the development of a Coordinated Roadway Improvement Plan that will identify priority transportation system improvements and guide future capital expenditures.

Bicycle and Pedestrian Plan
Applicant: City of Waukegan

This project will create a unified plan for a bicyclists and pedestrians network. The proposed plan will create a network composed of existing trails, new on and off-street paths, signed routes, and multi-use paths while identifying gaps in the pedestrian network. The proposed plan will prioritize use of existing roadways for multi-modal purposes by retrofitting with bicycle and pedestrian accommodations. The proposal includes educational and marketing initiatives to promote alternative transportation options. The Active Transportation Alliance will serve as technical advisors for the project.

Transportation Plan
Applicant: Village of Wheeling

The Village of Wheeling is requesting assistance to produce a multi-modal transportation plan. Through this effort, the Village seeks to establish better connections with neighboring jurisdictions, enhance use of existing and planned recreational facilities, strengthen the local economy, and provide healthy, environmentally-friendly transportation options for its residents and visitors. The plan will develop a comprehensive active transportation network including on and off-street accommodations for bicyclists, pedestrians and transit riders. The plan will also include necessary program and policy improvements to encourage more use of the network. The Village wishes to better integrate land use and the active transportation network while fostering transit oriented development. The Village also seeks additional economic benefits that can result from more local patronage of local businesses. This will be accomplished by creating better local connections for bicycling, walking and transit.

RTA Applications

East to West Bus Route Transit Improvement Plan
Applicant: Village of Carpentersville

Cicero Connections Initiative
Applicant: Town of Cicero

Evanston Main Street Station Transit-Oriented Development Plan
Applicant: City of Evanston

Village of Fox Lake Station Area Plan
Applicant: Village of Fox Lake

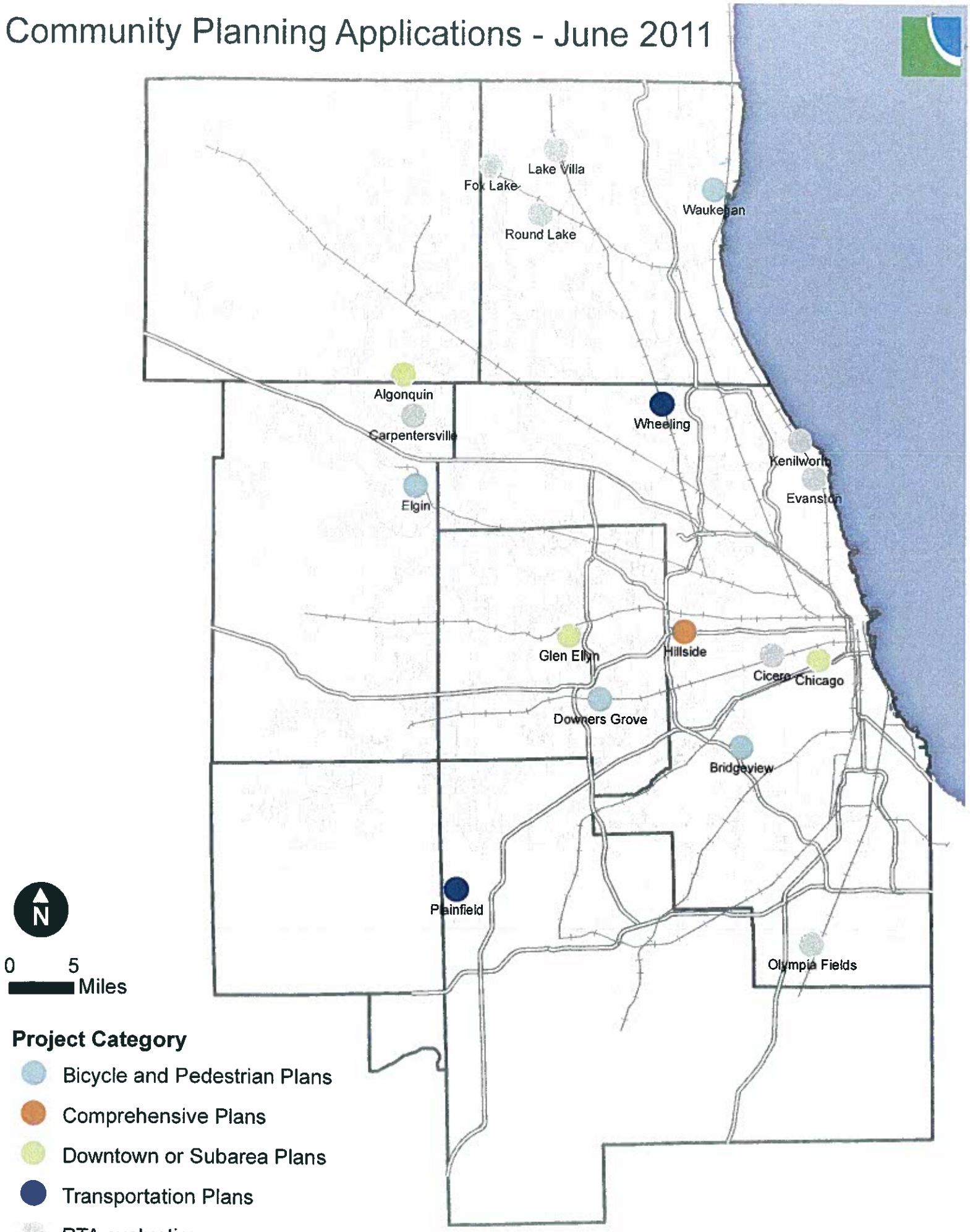
Corridor Transportation and Streetscape Plan
Applicant: Village of Kenilworth

West End Pedestrian Mobility and Traffic Circulation Study
Applicant: Village of LaGrange

Lake Villa Downtown TOD Plan
Applicant: Village of Lake Villa

Mt. Prospect Downtown Implementation Plan
Applicant: Village of Mt. Prospect

Olympia Fields Metra Station Area Plan
Applicant: Village of Olympia Fields

Round Lake Transit-Oriented Development Plan
Applicant: Village of Round Lake

Community Planning Applications - June 2011