

**Application form:**

**Community Planning Program and**

**Local Technical Assistance Program**

**DEADLINE: Noon on Thursday, June 25, 2015**

This application form is online at [www.rtachicago.com/applications](http://www.rtachicago.com/applications). You may submit the form by email to [applications@rtachicago.com](mailto: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 Calumet Park**

**2. Main Contact for Application:**

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| --- |
| Name: Robin Streets |
| Title: Grant Manager |
| Phone number: 708 389-0861 |
| Email: rstreets@calumetparkvillage.org |

**3. Type of Applicant (please check any that apply):**

\_\_**X**\_\_ Local government

\_\_\_\_ Multijurisdictional group\* Please list the members of the group (including

government and nongovernmental organizations):

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\_\_\_\_ Nongovernmental organization\* Name of local government partner(s):

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\*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, RTA, or CCDPH 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, RTA, or CCDPH.)

\_**X**\_\_ My project involves preparation of a plan.

\_\_\_\_ My project helps to implement a past plan.

\_**X**\_\_ My project links land use, transportation, and housing.

\_**X**\_\_ My project has direct relevance to public transit and supports the use of the existing transit system.

\_**X**\_\_ My project is a bicycle, pedestrian, or active transportation plan in suburban Cook County.

\_\_\_\_ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

**5. Local Match Requirement (please initial to indicate you are aware of the local match requirements):**

I am aware that a local match will be required for most projects, and understand that if my project is selected it is up to the project applicant to contribute a local match. (See the program guide for further details on local match requirements.)

\_**X**\_\_ Yes, I understand that applicants will be required to contribute a local match.

**6. 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.

**This project will take place entirely within the city limits of the Village of Calumet Park.**

**7. 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. Program staff will follow-up with you if we need any additional information to fully understand your proposed project.   
  
(Please include any additional information that is relevant, preferably by providing links to online documents.)

Although we are a community rich in transportation resources, Calumet Park has never had a transportation plan. Currently our roadways are based on an archaic design that only accommodates one end user, the motorist. We need a long range plan that will prioritize investments in our transportation system including public transit, our roadways, pedestrians and bicyclists. We believe that our transportation network is paramount in sustaining healthy lifestyles, creating economic development and connecting people with jobs; therefore the Village of Calumet Park is requesting assistance from CMAP/ CCDPH to develop an *Active Transportation Plan*.

According to Communities Putting Prevention to Work, 59.3% of adults and 40% of third grade students are over weight or obese in suburban cook county. Research has shown there is a strong correlation between socio-economic factors and obesity. For instance low income women and women without a college education are more likely than women with a college degree and women with higher earning jobs to be over weight or obese. African Americans and Hispanics are obese at higher rates than Whites and Asians. In general childhood obesity is highest among Hispanics followed by African Americans, Whites then Asians. Differences do exist in these rankings depending on: head of household, adult education attainment and household income level. The Village of Calumet Park is 88% African American and 7% Hispanic. About 16% of our residents live below the poverty line. An active transportation plan can assist with inactivity and obesity by implementing modes of transportation that encourage walking and biking over the use of a motor vehicle.

A practical transportation plan must be created before we can implement strategies that encourage residents to become more physically active users. There are many inherent design flaws that either inhibit or completely restrict pedestrian, bike and motor vehicle travel in various locations within Calumet Park. For instance, Halsted Ave, 127th street, Vermont and a section of Ashland Ave are all considered bike routes yet there are no signs, dedicated bike lanes, protective barriers or buffers on any of these roads. These bike routes do not connect to the Cal-Sag Trail or north of 127th Ashland. Currently there is no street entrance to the Cal-Sag Trail in Calumet Park. The Ashland Ave. Metra station does not contain any bike amenities or connect to any bike route either. The 119th Marshfield corridor is a huge economic engine that is not being fully actualized due to transportation restrictions. For example, there are no bus routes that travel directly from 127th Ashland or the Ashland Ave Metra station to 119th Ashland/Marshfield. Anyone utilizing public transportation to visit 119th Marshfield not only has to go 1.5 miles out of their way but they also need to take at least two buses in order to do so. Because we are dissected by Interstate 57, north and southbound travel is restricted on 119th – 123rd streets; Marshfield/Ashland Ave. Sections of Marshfield Ave are poorly lit, deserted and have an incomplete sidewalk system. Poor street design has had a crippling effect to 123rd Marshfield in particular. Access to this area, the size of development and types industry that can operate in this location have all been limited as a result of this design. Although the 123rd street bridge connects Ashland to Marshfield and can be used to avoid crossing Interstate 57 at the 119th street entrance/exit, it is entirely too narrow and not conducive to future economic development or pedestrian travel. No traveler is truly accommodated with any of these design features.

Public transportation on a regional level would be poised to benefit from an active transportation plan in Calumet Park. The Chicago Transit Authority’s plan to create a bus and rail terminal at 130th street (Bishop Ford Expressway) is another travel accommodation that we have to be prepared for. The Village of Calumet Park needs to be able to handle new traffic conditions & patterns, wear and tear on the roadways and the increase in travelers. We also need to be able to accommodate and sustain all modes of travel – pedestrian, bike, private vehicles and public transportation. The south suburban region is being left in the planning process as a whole and the Village of Calumet Park is no exception. However, with proper preparation, implementation and management we can achieve our objectives of sustainability, connectivity, economic development and promoting healthy lifestyles while meeting regional transportation goals.