

2016 Community Planning Program and Local Technical Assistance Program Application

Franklin Park Active Transportation Plan Village of Franklin Park



THE VILLAGE OF
FRANKLIN PARK ILLINOIS

9500 Belmont Avenue
Franklin Park, Illinois 60131
(847)671-4800
www.vofp.com



**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. 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 Franklin Park

2. Main Contact for Application:

Name: John P. Schneider

Title: Director of Community Development and Zoning

Phone number: (847) 671-8300

Email: jschneider@vofp.com

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

Local government

Multijurisdictional group* \longrightarrow Please list the members of the group (including government and nongovernmental organizations):

Nongovernmental organization* \longrightarrow 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, 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.)

- 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 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.)

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.

The project area of the proposed Franklin Park Active Transportation Plan will include all area within the municipal boundary of the Village of Franklin Park. With a goal of better connecting Franklin Park to the regional active transportation network, the plan will also identify challenges and opportunities by looking beyond municipal boundaries and framing the Village in a regional context. A map of the project area is included as *Attachment 1*.

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.)

Please see the *Project Description* on the following page and all additional information included in the application's *Appendix*.

Project Description

The Village of Franklin Park is requesting an Active Transportation Plan from the Active Transportation Alliance through the 2016 Local Technical Assistance (LTA) program. The Cook County Department of Public Health and Active Transportation Alliance identified Franklin Park to be one of 33 priority Healthy HotSpot communities as part of the Healthy HotSpot initiative. Building on existing local and regional planning documents, the Village seeks assistance to create a detailed plan for active transportation infrastructure, programming and policy changes tailored to fit Franklin Park's unique challenges and needs. The plan's vision and recommendations will serve as a roadmap to improving and increasing access to and use of non-vehicular modes of transport in the Village. On June 15th of 2015 the Village Board of Trustees passed a resolution in support of this application for an Active Transportation Plan through the 2016 LTA program, which is provided as **Attachment 3** in the Appendix. The proposed *Franklin Park Active Transportation Plan* will help staff and elected officials prioritize and implement projects and make successful requests for funding from partnering agencies in order to make Franklin Park a more walkable, bikeable and transit-friendly community.

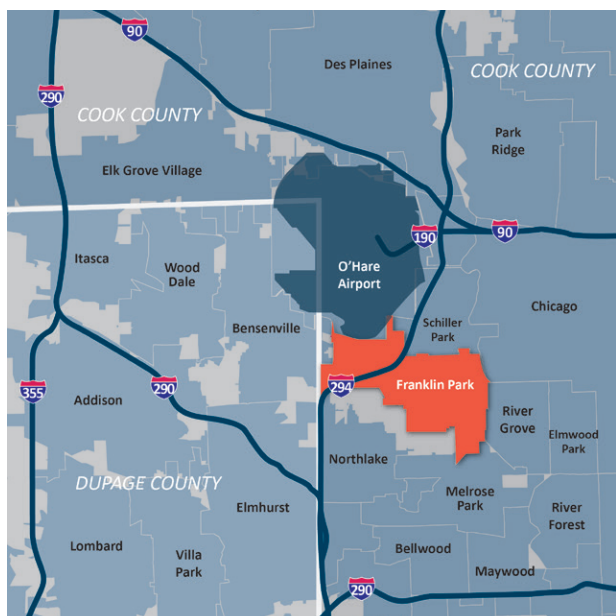


Figure 1: Village of Franklin Park Location Map

Franklin Park is a community of just over 18,000 residents situated at the center of the Chicagoland area. Adjacent to O'Hare International Airport and approximately 15 miles from downtown Chicago, the Village lies at the confluence of interstate, rail and air infrastructure. A map of the proposed project area is provided as **Attachment 1** in the **Appendix** and a location map is provided to the left as **Figure 1**. A historically industrial area, the Village is an economic engine for the region and currently ranks sixth in Illinois in its number of manufacturing jobs. Franklin Park's 425 existing industrial businesses alone employ 13,000 individuals from the Chicagoland area. With high quality schools and an affordable yet desirable housing stock, Franklin Park is a community where people can work and live.

It is Franklin Park's central location within the Chicagoland region, proximity to established active transportation routes, existing street network and role as a regional employer that makes it unique in its need for active transportation planning. As an industrial community at the nexus of major transportation lines, infrastructure investment in the Village has largely been focused on improving the movement of passenger vehicles and freight, with less attention paid to the need for transit connections, bike routes and pedestrian-friendly streets.

Since the Village became an industrial center for the region in the 1950s when 155 new companies moved to Franklin Park and its population doubled to over 18,000, commuting by passenger vehicle has surged as the dominant mode of choice for Franklin Park workers. Today, industrial businesses often struggle to satisfy the need for employee parking. However, as an established first-ring suburb of Chicago, Franklin Park has the existing infrastructure to support non-vehicular transport in and through the Village. A Metra rail commuter can travel from Franklin Park to downtown Chicago in only 30 minutes. Encouraging a return to modes of active transportation will only come with the help of strategic planning efforts. Walking, biking and public transit are not only healthy and environmentally sensitive, but affordable. According to 2010 U.S. Census Bureau data compiled by Cook County and forecasted for 2015, Franklin Park's per capita income of \$22,819 is significantly lower than Cook County's per capita income of \$29,878. Making affordable modes of transportation accessible to Franklin Park's residents is important to keeping economic opportunities within their reach.

The Village offers excellent access to public transit routes that link downtown Chicago to the Chicagoland region. Franklin Park has three Metra stations: (1) Belmont Avenue on Metra's North Central Service, which provides daily rail service between Antioch, Illinois and Chicago, Illinois (at Union Station) and the (2) Franklin Park and (3) Mannheim stations, both of which are located along the Milwaukee District/West Line that connects downtown Chicago to Elgin, Illinois. The Belmont Avenue and Franklin Park Metra stations are within a short walking distance from the downtown. The Mannheim Metra station is adjacent to the Village's largest industrial corridor but according to findings of the Chicago Metropolitan Agency for Planning (CMAP) in the 2015 *Franklin Park O'Hare Industrial Corridor Plan*, the surrounding "connectivity hinders Metra riders from connecting to the industrial corridor easily on foot or by bus."

Additional active transportation assets include 4 PACE Suburban Bus routes that run through the Village, connecting Franklin Park to surrounding communities. CMAP documents poor connectivity for pedestrians between these existing PACE bus stops and Metra Stations in the 2014 *Franklin Park O'Hare Industrial Corridor Plan*. While existing public transit stations prove an excellent framework for an active transportation network, many opportunities exist for improvements to their visibility and accessibility to pedestrian and bike traffic. Unlike many suburban communities, the Village's existing street network as a connected grid of relatively short blocks throughout residential and commercial areas also lends to a solid framework for active transportation planning. This interwoven array of streets provides greater breadth in designing for different modes of transportation. For example, Franklin Park's wider residential streets may prove to be a safer alternative for bike routes than existing arterials, which are often heavy with truck traffic.

Just beyond Franklin Park's border to the east is the Des Plaines River Trail, which measures over 50 miles long and is part of the Grand Illinois Trail system. A map of the trail in relation to Franklin Park is provided to the right as **Figure 2**. The trail follows the Des Plaines River and runs primarily through forest preserves. Popular for recreation by foot and bicycle, the trail is a valuable active transportation asset to both the Village and region. Currently, pedestrian and bike access to the trail from Franklin Park suffers from roadway barriers, safety concerns and poor visibility.

With limited resources, the Village has worked hard to promote active transportation internally. In 2014 and 2015 improvements were made to the Franklin Park Metra station, including the installation of four new bicycle racks, new signage and landscaping. A native landscape walking path and bicycle racks were included in the design for the Village's LEED Gold-certified police station, elements that helped Franklin Park garner the Landscaping Award by the Metropolitan Water Reclamation District of Greater Chicago (MWRD), the Green Intelligence Award and the Governor's Sustainability Award in 2014. The Village is also a supporter of the national "Let's Move Initiative," which promotes a healthier lifestyle for children through nutrition and physical activity. Improved pedestrian paths and dedicated bicycle routes in the Village will support the initiative's goal and encourage a healthier lifestyle for everyone in the Franklin Park community.

The request for a *Franklin Park Active Transportation Plan* is aligned with recommendations for improvements to the pedestrian, bike and transit network made in existing local and regional planning documents. The 2005 *Franklin Park Comprehensive Plan* recommends the following strategies to serve and support pedestrians, bicyclists and transit users:

- "Develop an overall bike and pedestrian system plan."
- "Evaluate potential locations for new bicycle and walking trails and routes, including railroad corridors and links to regional trails."
- "Provide for dedicated bicycle lanes when possible in connection with design for roadway projects."
- "Connections between modes of transportation should be maximized."

The *Franklin Park O'Hare Industrial Corridor Plan* prepared by CMAP and adopted in November of 2014 addresses a key concept stemming from the *GO TO 2040 Comprehensive Regional Plan*: "Improving public transit's accessibility and ridership through partnerships between transportation agencies." A survey performed in the plan-making process found that many workers in the industrial corridor attributed their choice of commute via private automobile "to the lack of connection between bus stops and train stations and businesses in the industrial corridor." Implementation of the plan's recommendations with the ongoing support of CMAP is already underway. The proposed *Franklin Park Active Transportation Plan* will help move the Village toward the overall vision for Franklin Park as established in the *Franklin Park Comprehensive Plan* and *Franklin Park O'Hare Industrial Corridor Plan*.

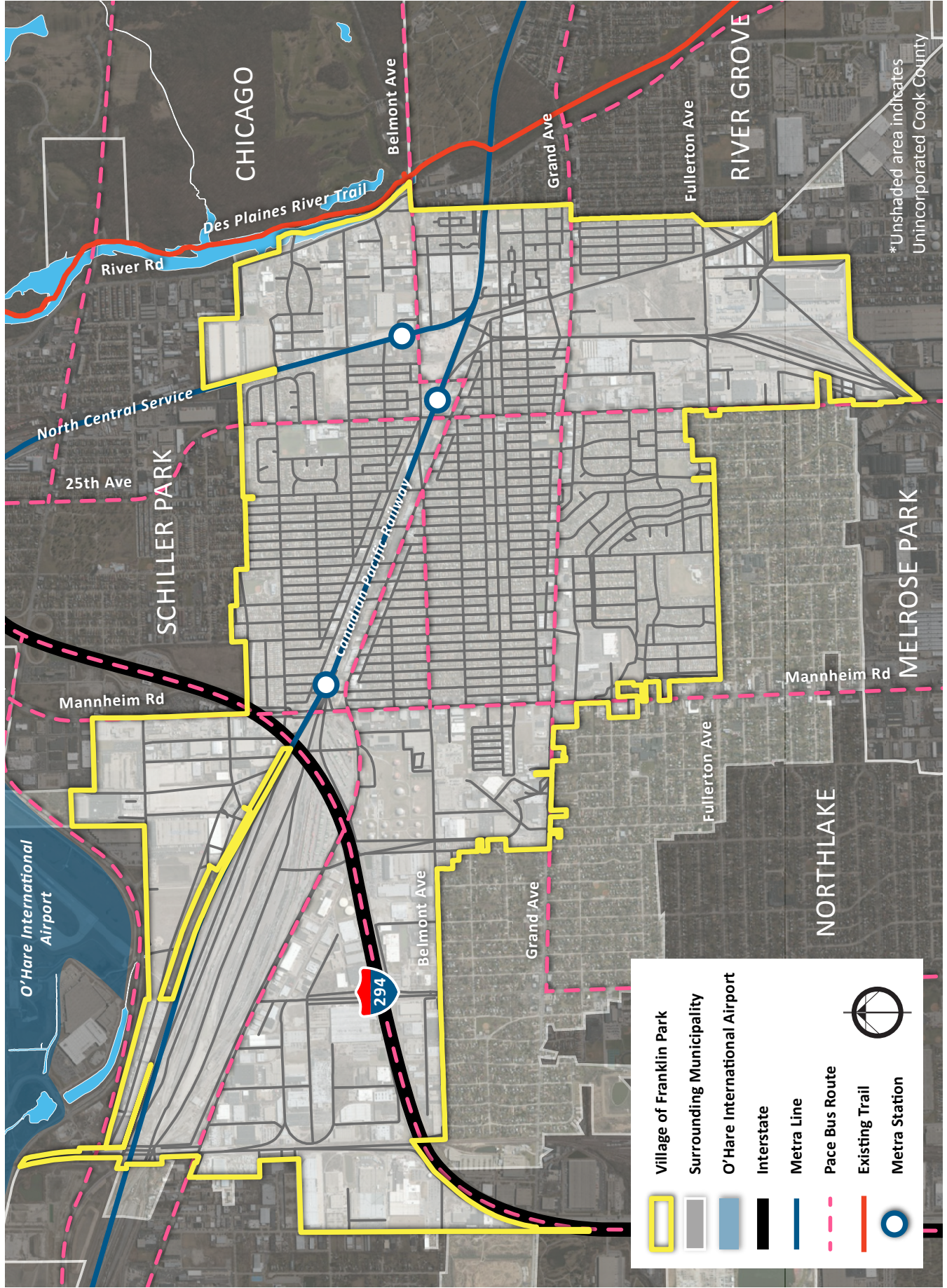
As a community at the center of the Chicagoland region, Franklin Park has been active in regional planning efforts. The Village is excited to be a partner in the *Elgin O'Hare Bicycle and Pedestrian Plan*, a planning effort currently underway to improve bicycle and pedestrian infrastructure and access to public transit in the Elgin O'Hare Expressway corridor. In 2009 CMAP provided an update to the *Northeastern Illinois Regional Greenways and Trails Plan*. One of the primary objectives of the plan is to "expand the existing regional trail system and create linkages." The proposed *Franklin Park Active Transportation Plan* will address unique local barriers to active transportation as an overlay to the greater regional bicycle network. In 2012 the Active Transportation Alliance presented the *West Central Municipal Conference (WCMC) Bicycle Plan*, which proposes an inter-municipal bike plan with specific routing recommendations linking all WCMC communities and regional destinations. While the plan made recommendations for bike routes in Franklin Park along 25th Avenue, Grand Avenue and Mannheim Road connecting to a proposed regional network, illustrated by a map extracted from the plan and provided as **Attachment 2**, the regional scale of the plan did not allow for a high level of detail for municipalities individually. The regional plan's objective is to establish network priorities through regional corridor recommendations with recognition of "the importance of local bicycle and Complete Street planning" in continuing to develop an effective regional bicycle network. The *Franklin Park Active Transportation Plan* will build upon the findings and corridor recommendations provided by the WCMC's regional planning document.

The Village is an active community in the region and will seek to engage neighboring communities and partners in the plan-making and implementation stages so that the *Franklin Park Active Transportation Plan* lends to connectivity on a regional scale. The Village has the staff resources and participation from community and elected officials to work closely with the Active Transportation Alliance in the planning process. The Village of Franklin Park hopes the Cook County Department of Public Health and Active Transportation Alliance will become partners in improving the health, safety, quality of life and economic opportunities of Franklin Park's residents, workers and visitors through the promotion of walking, biking and public transportation. The *Franklin Park Active Transportation Plan* will help connect people to jobs, recreation and the region and improve the overall health and well-being of the Franklin Park community.

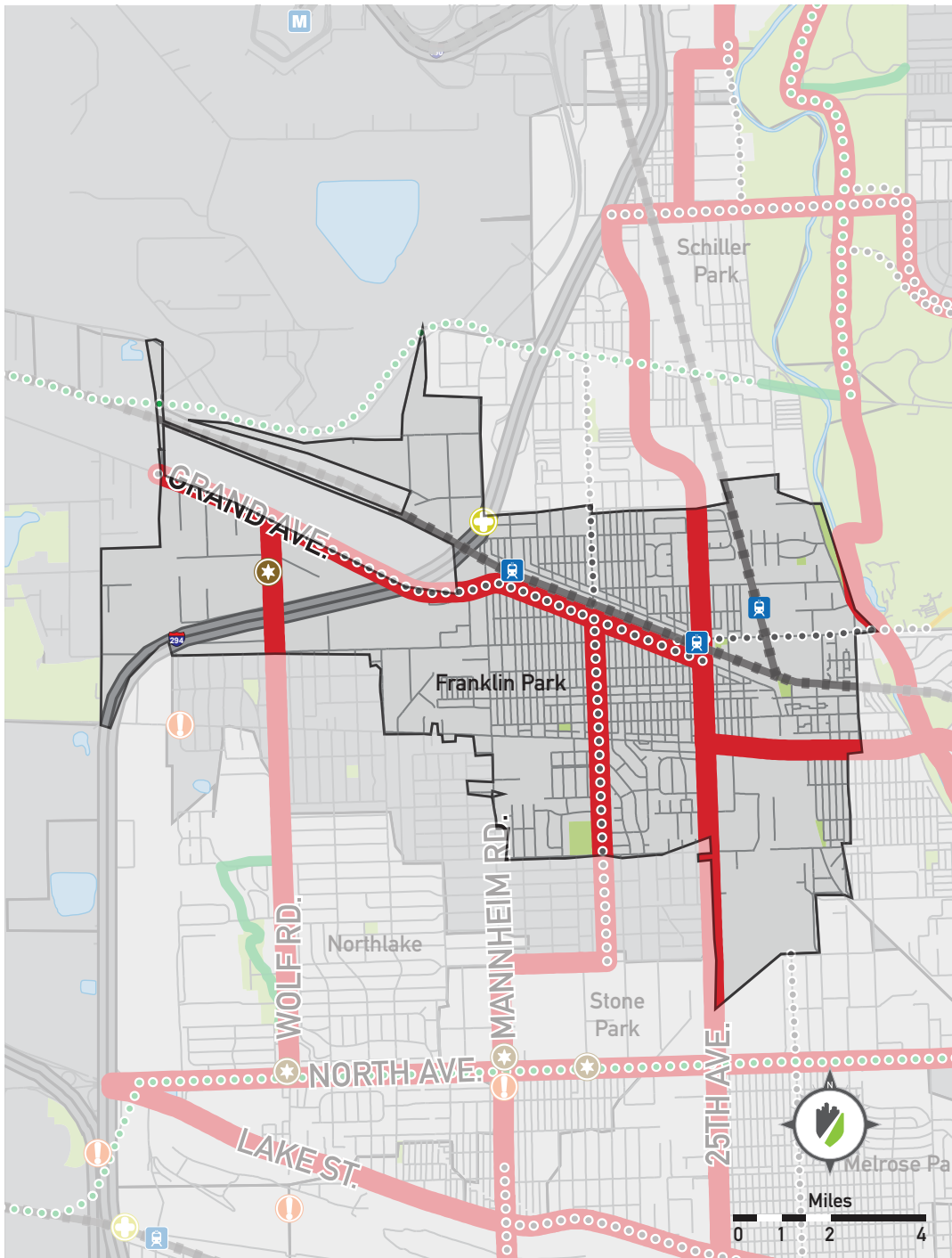
Figure 2: Village of Franklin Park Adjacent to the Des Plaines River Trail



General Map of the Village of Franklin Park, Illinois



Franklin Park: WCMC 2012 Regional Corridors



WCMC Corridor Planning Map

Legend

- 2012 WCMC Regional Network
- Local Bicycle Network
- Existing Trail Network
- WCMC Bicycle Plan
- CMAP Greenways Plan
- NWMC & SCM Regional Plans
- Destinations
- Network Barriers
- Network Assets
- Regional Pedestrian Areas
- Parks and Open Spaces
- Water
- WCMC Communities
- Cook County Communities
- Metra Stations
- CTA Stations

25TH AVENUE
Tier One Corridor

Partner agencies: Bellwood, Broadview, Brookfield, Countryside, Hodgkins, La Grange, La Grange Park, Melrose Park, McCook, Rosemont, Schiller Park, Willow Springs

MANNHEIM ROAD
Tier Two Corridor

Partner agencies: Bellwood, Countryside, Forest View, Forest Park, Franklin Park, Harwood Heights, Hillside, La Grange, La Grange Park, Melrose Park, Northlake, Stone Park, Westchester

GRAND AVENUE
Tier Three Corridor

Partner agencies: Elmwood Park, River Grove

THE VILLAGE OF FRANKLIN PARK
COOK COUNTY, ILLINOIS

RESOLUTION

NUMBER 1516-R-04

**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK,
COOK COUNTY, ILLINOIS IN SUPPORT OF A GRANT APPLICATION
FOR AN ACTIVE TRANSPORTATION PLAN AS PART OF THE
CCDPH HEALTHY HOTSPOT INITIATIVE**

BARRETT F. PEDERSEN, Village President
TOMMY THOMSON, Village Clerk

JAMES CAPORUSSO
JOHN JOHNSON
CHERYL MCLEAN
WILLIAM RUHL
KAREN SPECIAL
ANDY YBARRA
Trustees

RESOLUTION NUMBER 1516-R-04

**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK,
COOK COUNTY, ILLINOIS IN SUPPORT OF A GRANT APPLICATION
FOR AN ACTIVE TRANSPORTATION PLAN AS PART OF THE
CCDPH HEALTHY HOTSPOT INITIATIVE**

WHEREAS, the Village of Franklin Park, Cook County, Illinois (the “*Village*”) is a duly organized and existing municipal corporation created under the provisions of the laws of the State of Illinois and under the provisions of the Illinois Municipal Code, as from time to time supplemented and amended; and

WHEREAS, the Regional Transportation Authority (the “RTA”), Chicago Metropolitan Agency for Planning (the “CMAP”), and Cook County Department of Public Health’s (the “CCDPH”) Healthy HotSpot Initiative all have separate technical assistance programs, but applicants are now able to apply for all programs by using one application. Through this coordination, the agencies are able to offer planning and implementation assistance to an expanded base of eligible applicants, align all efforts with the GO TO 2040 comprehensive regional plan, and provide interagency expertise, technical assistance, and capacity; and

WHEREAS, active transportation plans supported through the Healthy HotSpot initiative must be located within suburban Cook County and be sponsored by a local community. Priority will be given to communities that have lower incomes, experience high levels of obesity among residents, and experience health disparities; and

WHEREAS, CCDPH’s Healthy HotSpot Initiative will exclusively be supporting local active transportation (pedestrian and bicycle) plans that are sponsored by communities within suburban Cook County. The Healthy HotSpot Initiative is aiming to make suburban cook county

healthier one spot at a time through partnerships for healthy living; and

WHEREAS, the Village is seeking to applying for a grant for the preparation of an active transportation plan through the CCDPH's Healthy HotSpot Initiative.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois, as follows:

Section 1. That the above recitals and legislative findings are found to be true and correct and are hereby incorporated herein and made a part hereof, as if fully set forth in their entirety.

Section 2. The Grant Application for an active transportation plan from the CCDPH's Healthy HotSpot Initiative (the "*Grant Application*") is hereby authorized.

Section 3. The Village President is hereby authorized as the official representative of the Village to sign and submit the Grant Application, along with all other necessary documents and forms therein required, and the Director of Community Development is hereby further directed to undertake all necessary actions as required of the Village to secure the grant funds and complete such information and perform such tasks, as required under the terms of the application, as therein described.

Section 4. The officials and officers of the Village are hereby authorized to undertake actions for the submission of the Grant Application to complete satisfaction of the provisions, terms or conditions stated therein.

Section 5. If any section, paragraph, clause or provision of this Resolution shall be held invalid, the invalidity thereof shall not affect any other provision of this Resolution.

Section 6. All ordinances, resolutions, motions or orders in conflict with this Resolution are hereby repealed to the extent of such conflict.

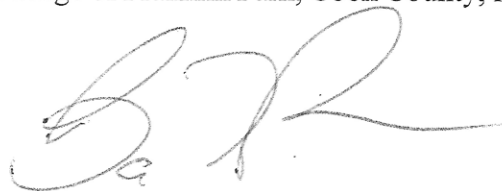
Section 7. This Resolution shall be in full force and effect upon its passage, approval and publication as provided by law.

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PASSED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois this 15th day of June 2015, pursuant to a roll call vote, as follows:

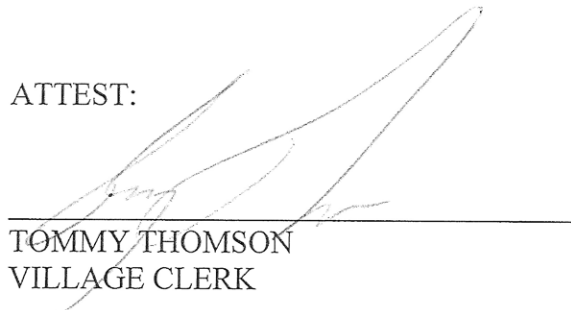
	YES	NO	ABSTAIN	ABSENT	PRESENT
CAPORUSSO				X	
JOHNSON	X				
MCLEAN	X				
RUHL	X				
SPECIAL				X	
YBARRA	X				
PRESIDENT PEDERSEN					
TOTAL	4			2	

APPROVED by the President of the Village of Franklin Park, Cook County, Illinois on this 15th day of June 2015.



 BARRETT F. PEDERSEN
 VILLAGE PRESIDENT

ATTEST:



 TOMMY THOMSON
 VILLAGE CLERK

References

Franklin Park Comprehensive Plan

Prepared by URS Corporation/TPAP, Real Estate Planning Group and Parsons Transportation Group, Adopted 2005
http://www.villageoffranklinpark.com/assets/1/19/Comprehensive_Plan.pdf

GO TO 2040 Comprehensive Regional Plan

Prepared by Chicago Metropolitan Agency for Planning (CMAP), Adopted 2010
<http://www.cmap.illinois.gov/about/2040/download-the-full-plan>

Northeastern Illinois Regional Greenways and Trails Plan Update

Prepared by Chicago Metropolitan Agency for Planning (CMAP), Adopted 2009
http://www.cmap.illinois.gov/documents/10180/38976/Published_GWTP_Document.pdf/94703a09-42ee-4caa-9cd3-d949426e0ba4

Village of Franklin Park - O'Hare Industrial Corridor Plan

Prepared by Chicago Metropolitan Agency for Planning (CMAP), Adopted 2014
<http://www.cmap.illinois.gov/documents/10180/116105/Franklin+Park+Industrial+Plan1+11.19.14.pdf/5678b6cc-f4a6-443e-a67b-43b0e8bf0f02>

West Central Municipal Conference (WCMC) Bicycle Plan

Prepared by the Active Transportation Alliance (ATA), Adopted 2012
<http://www.atpolicy.org/sites/default/files/West%20Central%20Municipal%20Conference%20Bicycle%20Plan%20-%20Low%20Res.pdf>