



## Summary of applications for the Call for Projects October 14, 2022

The Chicago Metropolitan Agency for Planning (CMAP), in partnership with the Regional Transportation Authority (RTA), hosted a call for communities to apply for technical assistance and help them prosper in the years ahead. While CMAP and RTA have separate technical assistance programs, both agencies offered the same online application for applicants to use during the agencies' joint Call for Projects.

The purpose of the CMAP Technical Assistance and RTA Community Planning programs is to support communities by offering planning and implementation assistance, providing interagency expertise, leverage the region's transit network, and building local government capacity. This work will align with the comprehensive plan for the region, [ON TO 2050](#), and the regional transit strategic plan, [Invest in Transit](#).

### Application breakdown by type of assistance, community cohort, and county.

64 applications were received from 55 different applicants. Below is a breakdown of applications by type of assistance. The type of technical assistance is based on the initial review of the application, but this may change throughout the course of the evaluation process. Please note that each agency evaluates initial applications for projects that they will manage.

Type of assistance	Number of applications
ADA self-evaluation and transition plans (CMAP)	6
Bicycle and pedestrian plans (CMAP)	13
Capital Improvement Programming (CIP) (CMAP)	5
Corridor plans (CMAP or RTA)	4
Developer Dialogues (RTA)	2
Grant readiness (CMAP)	8
Neighborhood mobility hubs and mobility improvement plans - (RTA)	2
NEXT Program (CMAP)	3
Pavement management plans (CMAP)	10
Special financing districts	4
Transportation safety plans (CMAP)	5
Transit-Oriented Development (TOD) Plans (RTA)	1
Transit-Oriented Development (TOD) Zoning Code Updates (RTA)	1

All communities were welcome to apply for the call, but this year, CMAP and the RTA will prioritize high need and very high need applicants from [community cohorts 3 and 4](#). Below is a breakdown of applications from municipalities of Chicago Community Areas (CCAs) by community cohort.

<b>Community Cohort</b>	<b>Number of applications</b>
Cohort 1	17
Cohort 2	20
Cohort 3	8
Cohort 4	17
N/A (applicant not assigned a cohort)	2

CMAP and RTA received applications from local governments in all seven counties of Northeastern Illinois. Below is a breakdown of applications by county. Applications that span multiple counties are counted multiple times, for each county that they're located in.

<b>County</b>	<b>Number of applications</b>
Cook	46
DuPage	3
Kane	3
Kendall	7
Lake	5
Will	10

## Timeline

<b>Date</b>	<b>Action</b>
September 26	Application opened at noon
October 14	Application closed at noon
October – November	CMAP and RTA review applications and contact applicants with additional questions
December – January	Project selection and award

## Applications received

All applications received are attached below.



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Lemont	Address: 418 Main Street
Applicant name: Jason Berry	Title: Development Director
Email: jberry@lemont.il.us	Phone number: 6302571581
<b>Type of assistance: ADA self-evaluation and transition plan</b>	Application number: 1

### What are the three most important planning issues in your community right now?

Active Transportation, TOD, open space

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

From Front Street / I&M Canal on the north to McCarthy Road on the south, from the intersection of Main/Illinois/Talcott on the east to the intersection of Main/Illinois/New on the west.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Metra Heritage Corridor

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Administration, Community Development, Public Works, Engineering, Police, and our Downtown Focus Group for stakeholders

### What is the goal of this study / What are you looking to accomplish?

Understand the complexities of ADA compliance in a historic community, listed on the National Register, and built on the south side of the Des Plaines River bluff.

**Through the self-evaluation and transition planning process, communities will identify ways to better integrate and include people with disabilities into the fabric of their communities, open up opportunities for improved quality of life, and create a space where people with disabilities can live, work, move, and play with their families and friends. Do you currently have an ADA self-evaluation and transition plan?**

No

**If yes, when was your self-evaluation and transition plan completed?**

**If yes, how do you use your ADA self-evaluation and transition plan?**

**If no, what is the biggest barrier to producing an ADA self-evaluation and transition plan?**

Understanding the regulations and how they impact existing infrastructure.

**Have you identified an ADA Coordinator?**

No

**What data are available to your community that could be used for ADA self-evaluation and transition planning?**

Recently completed Downtown Parking and Civic Space study, limited topographic maps and models

**What projects has your community recently completed, or is currently working on that are relevant to accessibility planning for persons with disabilities?**

Downtown Parking and Civic Space study

**What type of support does your community need to create or update a self-evaluation and transition plan? (select all that apply)**

Model documents, Training, Technical support developing the documents

**What is the biggest challenge for your community in ADA planning and implementation (rank in order of importance)**

Challenge 2

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Downtown Parking and Civic Space study

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Implement a recommendation from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

<https://engage.cmap.illinois.gov/10946/widgets/37191/documents/32318>

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project**

costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.

Yes

CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:

Agree

Is there any additional information you want us to know?

How did you find out about the call for projects?

Email from my CMAP local government network (LGN) Liason

What resources did you find helpful as you apply for the call?

None

How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Lincolnwood	Address: 7001 N. Lawndale Ave, Lincolnwood, IL 60712
Applicant name: Nadim Badran	Title: Director of Public Works
Email: nbadran@lwd.org	Phone number: 847-745-4859
<b>Type of assistance: ADA self-evaluation and transition plan</b>	Application number: 2

### What are the three most important planning issues in your community right now?

Pedestrians, Bikeways, and Retail Districts

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

The proposed study area covers the entire Village which has approximately 41 miles of roadway and 96 miles of sidewalks. The study shall take place within the entire Village. The North boundaries are Pratt Avenue, Jarvis Avenue, and Touhy Avenue. The South boundaries are Devon Avenue and Ionia Avenue. The East boundaries are Hamlin Avenue and McCormick Boulevard. The West boundaries are Cicero Avenue and Central Avenue.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

The Village accommodates transit users via 4 PACE Bus Routes through Lincoln Avenue, Touhy Avenue, and McCormick Boulevard with short sections passing through Pratt Avenue, Central Avenue, and Devon Avenue. There is no rail in the Village.

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Public Works and Community Development staff will be involved in the development of this project. The Village Board will also be involved.

### What is the goal of this study / What are you looking to accomplish?

The proposed plan would examine the state of ADA accessibility at public facilities in the Village and create a model for upgrade where deficiencies exist.

**Through the self-evaluation and transition planning process, communities will identify ways to better integrate and include people with disabilities into the fabric of their communities, open up opportunities for improved quality of life, and create a space where people with disabilities can live, work, move, and play with their families and friends. Do you currently have an ADA self-evaluation and transition plan?**

No

**If yes, when was your self-evaluation and transition plan completed?**

**If yes, how do you use your ADA self-evaluation and transition plan?**

**If no, what is the biggest barrier to producing an ADA self-evaluation and transition plan?**

The biggest barrier for completing this project is allocating funding and resources for the work.

**Have you identified an ADA Coordinator?**

No

**What data are available to your community that could be used for ADA self-evaluation and transition planning?**

The Village has limited data for this study.

**What projects has your community recently completed, or is currently working on that are relevant to accessibility planning for persons with disabilities?**

The Village implements ADA upgrades throughout the Village along with its Capital Improvement Program. Where roadways are resurfaced, crosswalks within the project area are verified to be ADA compliant and upgraded if not.

**What type of support does your community need to create or update a self-evaluation and transition plan? (select all that apply)**

Model documents, Training, Technical support developing the documents

**What is the biggest challenge for your community in ADA planning and implementation (rank in order of importance)**

Challenge 2

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

The Village has recently completed two multi-use paths (UP Path and Valley Line Trail). The Village has also recently completed Phase 1 for bike lanes along Pratt Avenue and is currently in the Phase 1 process for a pedestrian bridge at Pratt Avenue and the North Shore Channel.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Comprehensive Plan:

<https://www.lincolnwoodil.org/download/Administration/Lincolnwood-Draft-Comprehensive-Plan-LQ.PDF>

Bikeway Plan:

[https://www.lincolnwoodil.org/download/Parks%20and%20Recreation/Master%20Plans/PR %20Bikeway.pdf](https://www.lincolnwoodil.org/download/Parks%20and%20Recreation/Master%20Plans/PR%20Bikeway.pdf)

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

No

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

The Village is eager to improve its walkability for all facility users!

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Hillside	Address: 425 Hillside Ave, Hillside, IL 60162
Applicant name: David Peters	Title: Director of Public Works
Email: dpeters@hillside-il.org	Phone number: 6306973610
<b>Type of assistance: ADA self-evaluation and transition plan</b>	Application number: 3

**What are the three most important planning issues in your community right now?**

Safety

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

East - Mannheim Road, North - Hawthorne Ave, South - Cermak Road, West - Buck Road & Taft Ave = Village legal boundaries.

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

Bus stations, Park & Ride

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Village Administrator = J. Pisano, Director of Public Works - D. Peters

**What is the goal of this study / What are you looking to accomplish?**

Develop, finalize, and adopt an ADA Transition Plan

**Through the self-evaluation and transition planning process, communities will identify ways to better integrate and include people with disabilities into the fabric of their communities, open up opportunities for improved quality of life, and create a space where people with disabilities can live, work, move, and play with their families and friends. Do you currently have an ADA self-evaluation and transition plan?**

No

**If yes, when was your self-evaluation and transition plan completed?**

**If yes, how do you use your ADA self-evaluation and transition plan?**

**If no, what is the biggest barrier to producing an ADA self-evaluation and transition plan?**

Lack of manpower / assistance

**Have you identified an ADA Coordinator?**

No

**What data are available to your community that could be used for ADA self-evaluation and transition planning?**

Previous and future projects and improvements.

**What projects has your community recently completed, or is currently working on that are relevant to accessibility planning for persons with disabilities?**

Butterfield Road Reconstruction & Business Development

**What type of support does your community need to create or update a self-evaluation and transition plan? (select all that apply)**

Model documents, Technical support developing the documents

**What is the biggest challenge for your community in ADA planning and implementation (rank in order of importance)**

Challenge 2

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Prairie Path Bridge over I-290, Butterfield Road Reconstruction

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

No

**CMAAP requires a program contribution for technical assistance through CMAAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule**

above and understand that if selected, your community will be required to pay the contribution amount indicated.

Yes

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Agree

**Is there any additional information you want us to know?**

Currently have an incomplete (25% complete) transition plan.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Roselle	Address: 474 Congress Circle North, Roselle, IL 60172
Applicant name: KristinMehl	Title: Assistant Director of Public Works/Village Engineer
Email: kmehl@roselle.il.us	Phone number: 6306712375
<b>Type of assistance: ADA self-evaluation and transition plan</b>	Application number: 4

### What are the three most important planning issues in your community right now?

Pedestrian accessibility, utility capacity, redevelopment opportunities

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Entire Village Limits roughly Gary Avenue to Medinah Road and Nerge Road to Lake Street

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

2 Metra Stations (Schaumburg and Roselle)

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Staff from the Village Administrator's Office, Community Development, and Public Works. Trustees will be involved in policy decisions.

### What is the goal of this study / What are you looking to accomplish?

We are looking to develop an ADA Transition plan that we can implement overtime through our annual Capital Improvement Programs in order to better accommodate pedestrians in the community.

**Through the self-evaluation and transition planning process, communities will identify ways to better integrate and include people with disabilities into the fabric of their communities, open up opportunities for improved quality of life, and create a space where people with disabilities can live, work, move, and play with their families and friends. Do you currently have an ADA self-evaluation and transition plan?**

No

**If yes, when was your self-evaluation and transition plan completed?**

**If yes, how do you use your ADA self-evaluation and transition plan?**

**If no, what is the biggest barrier to producing an ADA self-evaluation and transition plan?**

Staff time and funding to hire a consultant to assist us.

**Have you identified an ADA Coordinator?**

Yes

**What data are available to your community that could be used for ADA self-evaluation and transition planning?**

Aerial photography, GIS data, records of prior improvements

**What projects has your community recently completed, or is currently working on that are relevant to accessibility planning for persons with disabilities?**

Improvements to sidewalks, crossings and bikepaths have been made as part of our annual Street Improvement Program and Sidewalk Replacement Program.

**What type of support does your community need to create or update a self-evaluation and transition plan? (select all that apply)**

Model documents, Training, Technical support developing the documents

**What is the biggest challenge for your community in ADA planning and implementation (rank in order of importance)**

Challenge 2

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

We are wrapping up the conceptual design for a bike bridge connecting the Metra Station and our Main Street area. Additionally, we were unsuccessful in an Invest in Cook funding application but the FY 2023 proposed budget includes funding for a Phase I of a sidewalk gap and pedestrian accommodation improvements along Roselle Road from Nerge Road to Devon Avenue.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

2016 Comprehensive Plan <https://www.roselle.il.us/690/Comprehensive-Plan>

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

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Yes

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Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

CMAP Newsletter

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**



## TECHNICAL ASSISTANCE APPLICATION

Organization: City of Berwyn	Address: 6700 W. 26th Street, Berwyn, IL 60402
Applicant name: NicoleCampbell	Title: Senior Engineer
Email: ncampbell@ci.berwyn.il.us	Phone number: 708-788-2660 x6472=3
<b>Type of assistance: ADA self-evaluation and transition plan</b>	Application number: 5

### What are the three most important planning issues in your community right now?

Transit connection improvements, flood mitigation and roadway improvements

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Jurisdictional boundaries

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

BNSF Metra Serve Harlem Avenue, Berwyn and Laverne stations; Pace Bus Routes: 311, 302, 322, 305, 314, 307

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Nicole Campbell, Senior Engineer Public Works

### What is the goal of this study / What are you looking to accomplish?

To create an ADA transition plan for the City

Through the self-evaluation and transition planning process, communities will identify ways to better integrate and include people with disabilities into the fabric of their communities, open up opportunities for improved quality of life, and create a space where people with disabilities can live, work, move, and play with their families and friends. Do you currently have an ADA self-evaluation and transition plan?

No

If yes, when was your self-evaluation and transition plan completed?

If yes, how do you use your ADA self-evaluation and transition plan?

If no, what is the biggest barrier to producing an ADA self-evaluation and transition plan?

Staff capacity

Have you identified an ADA Coordinator?

Yes

**What data are available to your community that could be used for ADA self-evaluation and transition planning?**

Sidewalk inventory, GIS database

**What projects has your community recently completed, or is currently working on that are relevant to accessibility planning for persons with disabilities?**

Capital Improvement Plan, Complete Streets Policy, AActive Transportation Plan

**What type of support does your community need to create or update a self-evaluation and transition plan? (select all that apply)**

Model documents, Training, Technical support developing the documents

**What is the biggest challenge for your community in ADA planning and implementation (rank in order of importance)**

Challenge 3

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Berwyn Active Transportation Plan

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Implement a recommendation from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Complete Streets Policy: <https://atpolicy.org/wp-content/uploads/2016/03/Berwyn-Complete-Streets-Ordinance-FINAL.pdf> and Active Transportation

Plan:[https://www.berwyn-](https://www.berwyn-il.gov/home/showpublisheddocument/696/637841043214370000)

[il.gov/home/showpublisheddocument/696/637841043214370000](https://www.berwyn-il.gov/home/showpublisheddocument/696/637841043214370000)

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

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costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.

Yes

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Agree

**Is there any additional information you want us to know?**

Berwyn has actively used the planning process and assistance from CMAP to guide capital improvement decisions and has implemented several recommendations from previous studies. Having a ADA transition plan will help Berwyn in competing for grant funding to implement additional improvements.

**How did you find out about the call for projects?**

CMAP Newsletter

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of La Grange Park	Address: 447 N. Catherine, La Grange Park, IL 60526
Applicant name: MaggieJarr	Title: Assistant Village Manager
Email: mjarr@lagrange.org	Phone number: 7083540225
<b>Type of assistance: ADA self-evaluation and transition plan</b>	Application number: 6

### What are the three most important planning issues in your community right now?

Improving pedestrian safety along IDOT roadways; addressing stormwater management and flooding; and maintaining a range of housing options.

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

The proposed study area includes all public ROWs in the Village of La Grange Park, but our priority areas are: business districts along La Grange Road (from Brewster Avenue to 31st Street) and 31st Street (from La Grange Road to Maple Avenue); schools (Brook Park Elementary; Barnsdale Road School; Forest Road School; Park Junior High; Nazareth Academy); library (La Grange Road/Oak Avenue); Cook County Forest Preserves and neighborhood parks (Memorial, Stone-Monroe, Beach-Oak, Robinhood, Yena, Hanesworth); and municipal buildings (Village Hall, Public Works Facility, Fire Station #2).

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Pace Bus Routes #330 and #331 are within the study area, and Metra BNSF (La Grange Road) is just south of our municipal boundary.

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Village staff from the Administration and Public Works Departments will be most involved in the planning process. The Village's Commercial Revitalization Committee, which is comprised of Trustees and staff from multiple departments, the La Grange Park Chamber of Commerce, the La Grange Park Community Park District, and La Grange Park Public Library will also be involved.

### What is the goal of this study / What are you looking to accomplish?

The Village's goal is to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state, and local regulations and standards. We would also like to provide an opportunity for the public to participate in developing the plan, and establish internal processes to manage implementation of the plan and respond to ADA concerns on an ongoing basis.

**Through the self-evaluation and transition planning process, communities will identify ways to better integrate and include people with disabilities into the**

**fabric of their communities, open up opportunities for improved quality of life, and create a space where people with disabilities can live, work, move, and play with their families and friends. Do you currently have an ADA self-evaluation and transition plan?**

No

**If yes, when was your self-evaluation and transition plan completed?**

N/A

**If yes, how do you use your ADA self-evaluation and transition plan?**

N/A

**If no, what is the biggest barrier to producing an ADA self-evaluation and transition plan?**

Limited staff capacity

**Have you identified an ADA Coordinator?**

No

**What data are available to your community that could be used for ADA self-evaluation and transition planning?**

GIS data (land use, zoning, places of interest, parcels, streets, etc.). Some sidewalk and curb ramp data is available on paper, but we do not track assets on IDOT roadways.

**What projects has your community recently completed, or is currently working on that are relevant to accessibility planning for persons with disabilities?**

We are currently developing a streetscape improvement plan for the Village Market/La Grange Road corridor, which is focused on enhancing pedestrian safety and improving access to many of the Village's most popular amenities and destinations. The Village will be starting another streetscape improvement plan for the 31st Street corridor in 2023.

**What type of support does your community need to create or update a self-evaluation and transition plan? (select all that apply)**

Model documents, Training

**What is the biggest challenge for your community in ADA planning and implementation (rank in order of importance)**

Challenge 3

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

As indicated above, the Village is currently developing a streetscape improvement plan for the Village Market area. We are in the draft plan stage and expect to complete the plan by the end of 2022. Pedestrian and bicycle planning has been a key focus throughout the planning process.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**  
Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

The Community Park District of La Grange Park adopted a Comprehensive Master Plan in August 2022. The plan recommends improving park standards and accessibility:  
<https://s3.amazonaws.com/dl.onlineparkdistrict.com/files/1c771b40-8257-4437-bf90-60ce95e98ad8>.

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

La Grange Park staff will be participating in the upcoming ADA Pilot Program for training on this important topic.

**How did you find out about the call for projects?**

CMAP Newsletter

**What resources did you find helpful as you apply for the call?**

Web Page FAQ, Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Broadview	Address: 2350 S 25th Avenue
Applicant name: KatrinaThompson	Title: Mayor
Email: kthompson@broadview-il.gov	Phone number: 708-681-3600
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 7

### What are the three most important planning issues in your community right now?

1. Transportation into the industrial Corridor 2. Economic Development on the Roosevelt Corridor 3. Lead Service Lines

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Roosevelt Road to 25th Avenue (South) to Salt Creek Trail

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Bus routes on Roosevelt Road/Cermak Road

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

Bus routes on Roosevelt Road/Cermak Road

### Does the proposed study area span multiple jurisdictions?

Not Sure

### If yes which jurisdictions?

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Does your community have a complete streets policy?

No

### If yes, how has your community used this policy?

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Broadview Park District, PLCCA, Mayor Office and Board of Trustee and Staff

### What is the goal of this study / What are you looking to accomplish?

To have a safe passage for pedestrians working in the industrial corridor

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Connect to a regional trail system, Identify strategies for pedestrian crossings, Study problematic intersections

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Yes. The community bike ride weekly using 25th Avenue.

**If yes, please describe:**

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

Yes. The community bike ride weekly using 25th Avenue.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Yes

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Braga Dr has a bike lane from 25th to 17th that is utilized

**What data are available to your community that could be used for bicycle and pedestrian planning?**

none

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Deer Park	Address: 23680 W Cuba Road
Applicant name: BethMcAndrews	Title: Village Administrator
Email: bmcandrews@vodp.net	Phone number: 18477261648
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 8

**What are the three most important planning issues in your community right now?**

Bike & Pedestrian Plan, Safety Plan, Economic Development Plan

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

Cuba Road between Deerpath Road and Sylvander Dr

Ela Road between Lake Cook and Cuba Road

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

None

**What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?**

None

**Does the proposed study area span multiple jurisdictions?**

No

**If yes which jurisdictions?**

**If no, would you be open to a partnership on this project with adjacent municipalities?**

Yes

**Does your community have a complete streets policy?**

Yes

**If yes, how has your community used this policy?**

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Village President, Greg Rusteberg

Village Administrator, Beth McAndrews

Village Engineer, Mike Burke with Christopher B. Burke Engineering

Village Residents and HOA Presidents in affected neighborhoods

**What is the goal of this study / What are you looking to accomplish?**

The goal is to create a Bike & Pedestrian Plan that benefits all Deer Park and surrounding residents that focusses specifically in providing safe access to schools, forest preserves, Cuba Marsh Forest Preserve and surrounding essential and commercial businesses.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Identify strategies for pedestrian crossings, Study problematic intersections, Create a stronger presence of active transportation advocates in the community

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

High population of single riders and large number of Bike Clubs travel along Cuba Road without a designated Bike Lane.

**If yes, please describe:**

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

High population of single riders and large number of Bike Clubs travel along Cuba Road without a designated Bike Lane.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Don't know

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Village Staff created a Biking/Walking Path Concept Connectivity Map

**What data are available to your community that could be used for bicycle and pedestrian planning?**

Existing Maps

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Providing safe Bike/Pedestrian access is a top priority of the Village Board. Currently, our neighborhoods along Cuba Road and Ela Road have no bike/pedestrian access out of their neighborhoods. The quality of life of our residents would drastically improve if bike/pedestrian access was available to schools, forest preserves and Deer Park Town Center. Deer Park is one of the few communities that does not assess a property tax. We rely solely on Sales Tax Income. Consequently, we have limited resources and staffing. We would greatly appreciate CMAP's expertise and resources in creating a Bike & Pedestrian Plan for Deer Park. Please be assured that we would be an stellar recipient of such a plan and make all efforts to make the plan a reality.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Meeting with call for projects team to discuss a project

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Evergreen Park	Address: 9418 S. Kedzie Ave., Evergreen Park, IL 60805
Applicant name: KellyBurke	Title: Mayor
Email: kburke@evpkadm.org	Phone number: 708-422-1551
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 9

### What are the three most important planning issues in your community right now?

Road safety, economic development, sewer/water infrastructure

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Village boundaries - roughly 87th St. to 103rd St., Western Ave. to Pulaski Rd.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Bus routes on 87th St., 95th St., 103rd St., Western Ave., Kedzie Ave., Pulaski Rd.

There are three Metra stations on the Rock Island line east of the Village boundaries at 91st St., 95th St., and 103rd St. There is one Metra station on 95th St. in Oak Lawn, west of Village boundaries.

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

Bus routes on 87th St., 95th St., 103rd St., Western Ave., Kedzie Ave., Pulaski Rd.

There are three Metra stations on the Rock Island line east of the Village boundaries at 91st St., 95th St., and 103rd St. There is one Metra station on 95th St. in Oak Lawn, west of Village boundaries.

### Does the proposed study area span multiple jurisdictions?

No

### If yes which jurisdictions?

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Does your community have a complete streets policy?

No

### If yes, how has your community used this policy?

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Mayor, village engineer, public works director, various village staff and village Traffic Safety Commission (5 residents)

**What is the goal of this study / What are you looking to accomplish?**

We seek CMAP's help to create safe routes through the Village for people to walk and bike and to create connections to bike routes, lanes, and paths in neighboring communities. We also want to foster more walking and bike riding by our residents to improve their health, decrease traffic on the streets, and improve air quality. Evergreen Park has a high walkability score but residents can be hesitant about biking to village institutions and amenities due to heavy traffic along our main roads. The Village is also interested in planning for ADA compliance for the most vulnerable users of public roads and sidewalks.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Connect to a regional trail system, Identify strategies for pedestrian crossings, Create a stronger presence of active transportation advocates in the community

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

In 2022 the Village started a public service campaign to nudge motorists to #SlowDownEP. We partnered with AAA and the schools to install signs and amplify the #SlowDownEP message - reducing vehicle speed and stopping at all stop signs will keep pedestrians and bicyclists safe. We also increased enforcement efforts, especially around schools and parks. We purchased two speed wagons that can be moved around the Village to deter speeders. Finally, we implement a pilot traffic calming project at a park where many residents had complained about speeding. We are discussing purchasing numerous solar speed signs that can be affixed to existing poles in sensitive areas to remind motorists to #SlowDownEP.

**If yes, please describe:**

Although the Village is in cohort 2, we have low-mod census tracts. CMAP's community data snapshot shows that 27% of our residents are Black and 15.6% are Hispanic. 12.8% of residents speak Spanish or a language other than English at home.

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

In 2022 the Village started a public service campaign to nudge motorists to #SlowDownEP. We partnered with AAA and the schools to install signs and amplify the #SlowDownEP message - reducing vehicle speed and stopping at all stop signs will keep pedestrians and bicyclists safe. We also increased enforcement efforts, especially around schools and parks. We purchased two speed wagons that can be moved around the Village to deter speeders. Finally, we implement a pilot traffic calming project at a park where many residents had complained about speeding. We are discussing purchasing numerous solar speed signs that can be affixed to existing poles in sensitive areas to remind motorists to #SlowDownEP.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

1) A residential road rebuilding project is now in process for a section of the village, including installation of ADA compliant sidewalks; 2) resurfacing of 99th St. from Western to California and installation of ADA compliant sidewalks will occur in mid-2023; and 3) installation of a sidewalk on 91st St. from Western Ave. to Rockwell Ave. (none exists now) with an expected completion date of mid-2024.

**What data are available to your community that could be used for bicycle and pedestrian planning?**

Accident reports/statistics

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by**

**Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ, Meeting with call for projects team to discuss a project

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Park Forest	Address: 350 Victory Drive, Park Forest, IL 60466
Applicant name: AndrewBrown	Title: Planner
Email: ajbrown@vopf.com	Phone number: 7082835622
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 10

### What are the three most important planning issues in your community right now?

Available economic incentives, property tax process, and plan consolidation/implementation

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Village of Park Forest

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

PACE Bus (Routes 366 & 367), Park Forest Metra Stop (211th St/Lincoln HWY), and the Jolly Trolley Bus Service

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

PACE Bus (Routes 366 & 367), Park Forest Metra Stop (211th St/Lincoln HWY), and the Jolly Trolley Bus Service

### Does the proposed study area span multiple jurisdictions?

No

### If yes which jurisdictions?

N/a

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Does your community have a complete streets policy?

Yes

### If yes, how has your community used this policy?

The policy is implemented whenever a Village managed street requires maintenance or replacement

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Directors of Recreation, Parks, and Community Health, DPW, Building Department, Economic Development and Planning; DownTown Property Manager; Sustainability Coordinator; Village Manager; Village Planner; Village Arborist; Planning and Zoning Commission; Board of Trustees; Residents and more.

**What is the goal of this study / What are you looking to accomplish?**

Update the original Bike and Pedestrian Plan adopted in December 2014. Since the plans adoption implementation projects have largely been completed or are in process of completion. Additionally, the advancement of micromobility programs (e.g. bikeshare, scooter share, ebike share) has drastically changed users ability to take advantage of bike and pedestrian infrastructure and challenge what were norms for how infrastructure could support pre-2015 requirements (e.g. slower, lighter bikes and less frequently used routes).

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Connect to a regional trail system, Create a stronger presence of active transportation advocates in the community, Develop micromobility implementation strategies

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Preliminary/Phase I Engineering funds for a Multi-Use Path along 26th Street from the Forest Preserves to Western Avenue were just awarding through the Invest in Cook Grant Program; Phase II Engineering is taking place for a Multi-Use Path and linear park between Indianwood Boulevard and Western Avenue along Forest Boulevard; Construction funding through ITEP are being sought for the construction of the Multi-Use Path and the linear park; DownTown Master Plan is being completed which will include better bike and pedestrian planning; complete streets are implemented whenever maintenance or improvements occur throughout the Village on Village owned roads.

**If yes, please describe:**

The current estimated population of the Village of Park Forest is 21,687. At this time, approximately 66 percent of the residents are African American, 27 percent are White, and the remainder are other races. Approximately 13.4 percent of community lives in poverty. Thirty-four percent of Park Forest homeowners with a mortgage are housing cost burdened (pay more than 30 percent of annual income on housing costs), and 55 percent of renters are housing cost burdened. Eighty six percent of Census Tracts within the Village are High Revitalization Impact Areas.

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

Preliminary/Phase I Engineering funds for a Multi-Use Path along 26th Street from the Forest Preserves to Western Avenue were just awarding through the Invest in Cook Grant Program; Phase II Engineering is taking place for a Multi-Use Path and linear park between Indianwood Boulevard and Western Avenue along Forest Boulevard; Construction funding through ITEP are being sought for the construction of the Multi-Use Path and the linear park; DownTown Master Plan is being completed which will

include better bike and pedestrian planning; complete streets are implemented whenever maintenance or improvements occur throughout the Village on Village owned roads.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

Lack of connections, Awareness, I realize I wrote yes to the previous question, but there is always room for improvement and if it were to improve these would be how it would improve. Also, access to bikes similar to the last-mile solutions being implemented and developed in Chicago.

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

The Village has completed or is in the process of completing the following projects:

- Installing a bike lane along Forest Boulevard from Norwood Boulevard south to Indianwood Boulevard
- Completed a shared lane / sharrow along Indianwood Boulevard from Sauk Trail to Western Avenue
- Completed a shared lane / sharrow along on Indianwood Boulevard from Sauk Trail to Monee Road
- Completed a shared lane / sharrow on Shabbona Drive from Indianwood Boulevard north to Sauk Trail
- Completed signed routes along Chestnut Street, Hemlock Street, and Dogwood Street
- Implemented five different cut throughs: Between Seward Street and Homan Avenue, Between Farragut Street and Seward Street, and between Orchard Drive to the former Rich East High School
- Restriped the crosswalks at Forest Blvd and Lakewood Street; Forest Blvd and Main Street; Forest Blvd and Indianwood Blvd; and Main Street and Cunningham Drive

**What data are available to your community that could be used for bicycle and pedestrian planning?**

All CMAP data from the 2014 plan and all updated CAD data from any implementation efforts since plan adoption. Additionally all planned improvements are available in overlay or CAD form. Planning would have access to all DPW staff and Village Staff during plan development.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

The most recent ITEP Grant required a Bike and Ped Plan as recent as the last five years. Our current plan is almost nine years old, almost fully implemented, and was developed without bikeshare or micromobility tech solutions in mind. A new plan could increase the quality of the life for the Village and become a leader for micromobility planning in the south suburbs.

**How did you find out about the call for projects?**

RTA and CMAP newsletters and the Village Manager emailing me

**What resources did you find helpful as you apply for the call?**

None

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**  
4



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Lake Villa	Address: 65 Cedar Avenue, Lake Villa, IL 60046
Applicant name: MichaelStrong	Title: Village Administrator
Email: mstrong@lake-villa.org	Phone number: 847-356-4075
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 11

### What are the three most important planning issues in your community right now?

Pavement management plan, bicycle/pedestrian planning, and capital improvement planning

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

The planning area we identified in our Comprehensive Plan is a roughly 1.5 mile planning area around the Village of Lake Villa. Boundaries are generally Grass Lake Road (north), Route 59 (west), Rollins Road (south), and Deep Lake Road (east).

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

We have a Metra Station (NCS Line) in Lake Villa, there are not currently any bus routes serving our community; however, Pace Bus Route 590 does skirt the southern border (Round Lake Beach).

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

We have a Metra Station (NCS Line) in Lake Villa, there are not currently any bus routes serving our community; however, Pace Bus Route 590 does skirt the southern border (Round Lake Beach).

### Does the proposed study area span multiple jurisdictions?

The planning area includes the Village of Lake Villa and unincorporated portions of Lake County. The Area would abut the Village of Lindenurst (east) and Round Lake Beach (south), and encroach on unincorporated Lake County in Antioch Township to the north.

### If yes which jurisdictions?

See answer above.

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Does your community have a complete streets policy?

No

**If yes, how has your community used this policy?**

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

In addition to Village staff and Plan Commission/Village Board, we would envision this process would be overseen by a steering committee or planning group dedicated to working directly with CMAP and the planning consulting firm. The Village would solicit interest from the schools (Districts 41 and 117), Lake Villa District Library, Lake Villa Township, homeowners associations, local businesses (Chamber of Commerce), Lake County government, and residents who may be interested in providing feedback or engaging in this planning process.

**What is the goal of this study / What are you looking to accomplish?**

The Village adopted a Transit Oriented Development (TOD) plan in 2013 that had the purpose of guiding investment and economic development strategies within the Village's central business district. The Village would like to expand upon that work to develop a broader (regional) strategy to connect outlier subdivisions with adjacent forest preserves, the downtown business core, as well as communities to the north and east.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Connect to a regional trail system, Identify strategies for pedestrian crossings, Create a stronger presence of active transportation advocates in the community

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

The Village is pursuing design engineering (Phase 1 engineering) for a pedestrian path on Grande Avenue (Route 132), along with Grass Lake Road adjacent to Lakes High School.

**If yes, please describe:**

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

The Village is pursuing design engineering (Phase 1 engineering) for a pedestrian path on Grande Avenue (Route 132), along with Grass Lake Road adjacent to Lakes High School.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

ADA improvements have been made to sidewalks along Cedar Avenue, and new sidewalks were extended along Center avenue in the downtown core. Streetscaping improvements were also made in the downtown core to enhance pedestrian access and maneuverability.

**What data are available to your community that could be used for bicycle and pedestrian planning?**

We have collected data through recent comprehensive planning work (2021).

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Implement a recommendation from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Comprehensive Plan: [https://www.lake-villa.org/egov/documents/1641411163\\_89188.pdf](https://www.lake-villa.org/egov/documents/1641411163_89188.pdf); TOD Plan: [https://www.lake-villa.org/egov/documents/1438270520\\_08434.pdf](https://www.lake-villa.org/egov/documents/1438270520_08434.pdf)

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes



**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Richmond	Address: 5600 Hunter Drive
Applicant name: KristenMurphy	Title: Management Analyst
Email: kmurphy@richmond-il.com	Phone number: 815-678-4040
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 12

### What are the three most important planning issues in your community right now?

Pedestrian infrastructure, expanding cycling, creating a cohesive Village 'flow' between downtown and residential areas.

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Village of Richmond corporate boundaries. (North - Burlington Road, South - Kuhn Road/Rt 12)

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

MCRide Dial-A-Ride

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

MCRide Dial-A-Ride

### Does the proposed study area span multiple jurisdictions?

No

### If yes which jurisdictions?

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Does your community have a complete streets policy?

No

### If yes, how has your community used this policy?

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Ciro Cetrangolo - Village Administrator, Kristen Murphy - Management Anaylst

### What is the goal of this study / What are you looking to accomplish?

Provide a plan that would allow residents to rely less on motor vehicles and access the businesses, schools and resources within town with sidewalks, cycling paths and crosswalks.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Identify strategies for pedestrian crossings, Study problematic intersections, Identify funding opportunities to achieve goals/partnerships with the Village of Richmond and Illinois Department of Transportation.

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

The Village of Richmond has applied for ITEP assistance in the past without success for sidewalk expansions on Rt 12/Main st.

**If yes, please describe:**

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

The Village of Richmond has applied for ITEP assistance in the past without success for sidewalk expansions on Rt 12/Main st.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Installing more bike racks downtown, identifying needs and listening to community input on what is lacking.

**What data are available to your community that could be used for bicycle and pedestrian planning?**

<https://www.mchenrycountyil.gov/home/showpublisheddocument/30474/635364392857600000>

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

A Planning Priorities Report for the Village of Richmond (2016-2017)

[https://www.cmap.illinois.gov/documents/10180/526228/FY17-](https://www.cmap.illinois.gov/documents/10180/526228/FY17-0015+VILLAGE+OF+RICHMOND+PLANNING+PRIORITIES+REPORT.pdf/65d79709-3302-48ee-ab5a-a25c560b44f0)

[0015+VILLAGE+OF+RICHMOND+PLANNING+PRIORITIES+REPORT.pdf/65d79709-3302-48ee-ab5a-a25c560b44f0](https://www.cmap.illinois.gov/documents/10180/526228/FY17-0015+VILLAGE+OF+RICHMOND+PLANNING+PRIORITIES+REPORT.pdf/65d79709-3302-48ee-ab5a-a25c560b44f0)

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

As the Village of Richmond moves forward with future city planning, we want to make sure that existing community areas are equally upgraded with pedestrian-friendly infrastructure. Expanding access where it is lacking now will help ensure that future residential areas, business areas and parks will have these improvements that are not an afterthought; That it is a necessary feature that helps create a cohesive Village flow and means for transportation.

**How did you find out about the call for projects?**

Stephen Ostrander, CMAP

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff, Meeting with call for projects team to discuss a project, Investigating other pedestrian/cycling plans that have been successful.

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Oswego	Address: 100 Parkers Mill
Applicant name: RodZenner	Title: Development Services Director
Email: rzenner@oswegoil.org	Phone number: 630-554-3622
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 13

**What are the three most important planning issues in your community right now?**

Housing, Transportation, Growth

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

The proposed boundary area is the limits of the Village's Planning Boundary (roughly Route 30 to the east, Orchard Road to the west, and Route 126 to the south. This also follows the boundaries of our surrounding communities (Montgomery to the north, Plainfield and Aurora to the east, Joliet to the south, and Yorkville to the west.

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

We are currently served by Kendall Area Transit, the Kendall County dial a ride program.

**What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?**

We are currently served by Kendall Area Transit, the Kendall County dial a ride program.

**Does the proposed study area span multiple jurisdictions?**

no

**If yes which jurisdictions?**

**If no, would you be open to a partnership on this project with adjacent municipalities?**

Yes

**Does your community have a complete streets policy?**

Yes

**If yes, how has your community used this policy?**

The Village has used it to guide road studies such as the proposed widening and reconstruction of Wolf Road which incorporates complete streets design elements.

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

The Village of Oswego and the Oswegoland Park District will be the organizations involved. Staff will include Rod Zenner, Valeria Tarka, and Jennifer Hughes from the Village and Chad Feldotto from the Oswegoland Park District

**What is the goal of this study / What are you looking to accomplish?**

Establishing a bike and pedestrian plan that identifies the gaps in the current bike and pedestrian network and to identify future bike and pedestrian improvements to encourage residents and visitors to walk or bike to points of interest or to gain exercise. To provide options other than the car for residents to get where they want to go.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Connect to a regional trail system, Identify strategies for pedestrian crossings, Study problematic intersections

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

The Village has bike and pedestrian paths, both on road and separate trails throughout the community that are utilized by the residents. We are incorporating new paths within future planned residential developments and road projects. We also require pedestrian connections to the front door of all new commercial developments.

**If yes, please describe:**

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

The Village has bike and pedestrian paths, both on road and separate trails throughout the community that are utilized by the residents. We are incorporating new paths within future planned residential developments and road projects. We also require pedestrian connections to the front door of all new commercial developments.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

The Village has recently finalized engineering plans for the Wolf Road widening. This is a major arterial roadway within the Village. It will incorporate a separated bike and pedestrian path.

**What data are available to your community that could be used for bicycle and pedestrian planning?**

The Village has vehicular traffic counts for all of the roadways within the Village. We also have future development data to identify future growth of residential and commercial within the Village which would add to the demand for bike and pedestrian access.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree



**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

None

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Alsip	Address: 4500 W 123rd Street
Applicant name: JohnRyan	Title: Mayor
Email: jryan@villageofalsip.org	Phone number: 17083856902
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 14

### What are the three most important planning issues in your community right now?

More sidewalks for safe passage, more streetlights to increase safety and more bicycle paths for safe transportation

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

- 1) Bike path connectivity into the Village of Alsip from the Cal Sag bike trail north to 119th and Lawndale Ave and from the Cal Sag Trail north to 115th & Cicero Ave.
- 2) Bike path/sidewalks need to be installed on 115th St from Pulaski westbound to Ridgeland for safe passage of pedestrians, students at Marist HS and employees in a highly dense area of industrial park from Central Ave to Ridgeland, as no safe passage exists.
- 3) Both the Pulaski Ave & Cicero Ave overpass bridges lack safe passage for pedestrians and require new sidewalks and guardrails for protection.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Pace Bus has stops north and south on both Pulaski Road & Cicero Ave, but should be introduced from Pulaski Rd westbound to Ridgeland Ave to provide safe passage and access the Cal Sag Bike Trail.

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

Pace Bus has stops north and south on both Pulaski Road & Cicero Ave, but should be introduced from Pulaski Rd westbound to Ridgeland Ave to provide safe passage and access the Cal Sag Bike Trail.

### Does the proposed study area span multiple jurisdictions?

No

### If yes which jurisdictions?

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Does your community have a complete streets policy?

Yes

**If yes, how has your community used this policy?**

The Village introduced designated bike lanes from the Junior HS/Village Aquatic Center starting at 119th & Kostner Ave southbound to Apollo Park, which then proceeds further to 127th St, but stops short of connectivity to the Cal Sag Bike Trail.

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Myself, my administrative assistant Becky Smith, Alsip Public Works Superintendent Mike Fraider, Building Commissioner Rodger Early, Economic Development Chairperson Trustee Catalina Nava-Esparza, Public Works & Building Chairperson Trustee Dave Perretta and Robinson Engineering.

**What is the goal of this study / What are you looking to accomplish?**

The Village needs to identify with densely populated neighborhoods, more senior living, less use of vehicles and certainly safe passage to access amenities, schools, parks and exercise in a safe environment.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Connect to a regional trail system, Identify strategies for pedestrian crossings, Create a stronger presence of active transportation advocates in the community

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

- 1) Budget has allowed for increased ADA compliant sidewalks at intersections.
- 2) The extension of the Cal Sag Bike Trail from Alsip to Blue Island.

**If yes, please describe:**

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

- 1) Budget has allowed for increased ADA compliant sidewalks at intersections.
- 2) The extension of the Cal Sag Bike Trail from Alsip to Blue Island.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

We've recently initiated conversation with Robinson Engineering to develop a plan to improve and rebuild 115th Street for safe passage and road reconfiguration that involves multiple jurisdictions.

**What data are available to your community that could be used for bicycle and pedestrian planning?**

The Village has a comprehensive plan for Pulaski Road that was drafted 2013.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More**

**information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

The Village is totally committed to improving safe passage for its residents and introducing more actives to residents though access to stores, schools, parks and exercise.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Public Works Superintendent & Robinson Engineering

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Lake in the Hills	Address: 600 Harvest Gate Lake in the Hills, IL 60156
Applicant name: TrevorBosack	Title: Director of Parks and Recreation
Email: tbosack@lith.org	Phone number: 847-960-7461
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 15

### What are the three most important planning issues in your community right now?

Comprehensive approach and planning, major arterial road (Randall) divides the community and challenges our continuity, adapting existing infrastructure to resident needs (i.e. sidewalks)

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Randall Road corridor, Ackman to Miller (Crystal Lake) and Miller to Polaris (Lake in the Hills)

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

PACE Bus Route 550

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

PACE Bus Route 550

### Does the proposed study area span multiple jurisdictions?

Yes

### If yes which jurisdictions?

Crystal Lake, McHenry County

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Does your community have a complete streets policy?

Yes

### If yes, how has your community used this policy?

Staff anticipates conducting regular review of road projects to determine if there are opportunities to incorporate complete streets policies.

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Village of Lake in the Hills Village Board members and Parks and Recreation Board members. Village Administrator Shannon Andrews, Director of Parks and Recreation Trevor Bosack, McHenry Department of Transportation - Scott Henning, City of Crystal Lake representative.

**What is the goal of this study / What are you looking to accomplish?**

The Village is looking to lead the process of installing an over-the-road pedestrian overpass that spans Randall Road and adjoins the east side and west side of the Village of Lake in the Hills.

Randall Road is a McHenry County road that is scheduled for widening from Acorn Ln. / Polaris Drive, in Lake in the Hills, to Ackman Road in Crystal Lake. As part of the widening project, McHenry County is intending to install an eight foot (8') wide shared use path on the east side of Randall and installing a sidewalk on the west side, running parallel to the shared use path. While these pedestrian improvements are welcome, the widening further challenges the pedestrian access from one side of the village to the other. There have been tentative discussion on the addition of a pedestrian overpass, including McHenry County's intention to complete adequate grading and the installation of a grass median to be a future support location of the overpass, as part of the widening project.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Identify strategies for pedestrian crossings

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

The Village of Lake in the Hills continues to review opportunities to add to existing bike paths and study pedestrian access issues as they arise.

**If yes, please describe:**

The east side of Lake in the Hills is home to a large percentage of Lake in the Hills residents that have historically been considered disadvantaged, specifically related to access to major shopping (Costco) and a premier park (Ken Carpenter). The additional of the pedestrian overpass would connect the east side of Lake in the Hills to the sidewalk that would allow access to additional shopping opportunities and the physical location of the overpass would be situated in Ken Carpenter Park.

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

The Village of Lake in the Hills continues to review opportunities to add to existing bike paths and study pedestrian access issues as they arise.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Staff reviews current and future development plans for opportunities to support pedestrian and bicycle traffic.

**What data are available to your community that could be used for bicycle and pedestrian planning?**

The Village of Lake in the Hills has money allocated in the FY2023 budget to begin a comprehensive Parks Master Plan. Included in the plan would be to identify opportunities for bicycle and pedestrian planning. Additionally, McHenry County has published a long range transportation plan with a dedicated "Bicycle and Pedestrian Plan". The Village of Lake in the Hills would work with McHenry County to interpret their data and work on a comprehensive solution to connect pedestrian access to local amenities.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**



Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

McHenry County Department of Transportation is supportive of this initiative.

**How did you find out about the call for projects?**

CMAP Newsletter

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Berkeley	Address: 5819 Electric Avenue, Berkeley, IL 60163
Applicant name: RudyEspiritu	Title: Village Administrator
Email: respiritu@berkeley.il.us	Phone number: 708-234-2619
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 16

### What are the three most important planning issues in your community right now?

Bicycle and pedestrian safety, accessibility to nearby assets and trails like the Salt Creek Trail and Prairie Path, and connections between surrounding communities

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Within the municipal boundaries of the Village of Bellwood, Village of Berkeley, Village of Broadview, Village of Hillside, and the Village of Westchester, and those areas within 1.5 of corporate limits within Proviso Township.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Metra - Union Pacific West (UP-W); Pace Bus routes: 301, 309, 310, 313, 317, 318, 322, 330

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

Metra - Union Pacific West (UP-W); Pace Bus routes: 301, 309, 310, 313, 317, 318, 322, 330

### Does the proposed study area span multiple jurisdictions?

Yes

### If yes which jurisdictions?

Village of Bellwood, Village of Berkeley, Village of Broadview, Village of Hillside, and the Village of Westchester

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Does your community have a complete streets policy?

No

### If yes, how has your community used this policy?

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Staff and elected officials of the Village of Bellwood, Village of Berkeley, Village of Broadview, Village of Hillside, and the Village of Westchester.

This would include, but not be limited to:

Bellwood: Mayor Andre Harvey

Berkeley: Rudy Espiritu, Village Manager

Broadview: Mayor Katrina Thompson

Hillside: Joe Pisano, Village Administrator

Westchester: Nicholas Steker, Acting Village President

**What is the goal of this study / What are you looking to accomplish?**

The municipalities listed above are interested in creating a plan that can identify improvements for bicyclists and pedestrians, including route planning and infrastructure, intersections, transit stations and transfer points, signage and signalization, streetscape and furnishings, and ADA accessibility.

These communities would like to build on the recent Prairie Path and Taft Avenue Corridor Plan (completed with CMAP assistance). They would also like to build on the success of the successful "Tour de Proviso," an annual mass bike ride traveling through the communities of the Proviso Township, intended to encourage residents to stay active during the pandemic and now an annual tradition and tribute to many of the western suburbs of Chicago, their unique stories, and the people that make the communities so vibrant.

The applicant communities would especially like to focus on gaps in the Illinois Prairie Path, as well connections between the Prairie Path and the Salt Creek Greenway Trail System, as well as between the communities in the area.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Connect to a regional trail system, Implement recommendations from an existing plan, Leverage multijurisdictional collaboration to create a great bicycle-pedestrian network which provides high-quality bicycle and pedestrian amenities for communities and t

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Berkeley, Hillside, and Berkeley Park District: Prairie Path and Taft Avenue Corridor Plan (CMAP)

Tour de Proviso (please see description above)

Hillside: Illinois Prairie Path gap at Mannheim Road/Butterfield Road (ITEP)

Cook County Bike Plan

**If yes, please describe:**

Village of Bellwood (Black: 72%, Hispanic: 20%, Speak English Less than "Very Well": 7%)

Village of Berkeley (Black: 26%, Hispanic: 41%, Speak English Less than "Very Well": 18%)

Village of Broadview (Black: 73%, Hispanic: 10%, Speak English Less than "Very Well": 3%)

Village of Hillside (Black: 43%, Hispanic: 35%, Speak English Less than "Very Well": 18%)

Village of Westchester (Black: 18%, Hispanic: 21%, Speak English Less than "Very Well": 6%)

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

Berkeley, Hillside, and Berkeley Park District: Prairie Path and Taft Avenue Corridor Plan (CMAP)

Tour de Proviso (please see description above)

Hillside: Illinois Prairie Path gap at Mannheim Road/Butterfield Road (ITEP)

Cook County Bike Plan

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Don't know

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Berkeley, Hillside, and Berkeley Park District: Prairie Path and Taft Avenue Corridor Plan (CMAP)

Tour de Proviso (please see description above)

Hillside: Illinois Prairie Path gap at Mannheim Road/Butterfield Road (ITEP)

Cook County Bike Plan

**What data are available to your community that could be used for bicycle and pedestrian planning?**

Various, including CMAP Data Hub (Bikeway Inventory System, Bike and Pedestrian Count Geodatabase, Regional Sidewalk Inventory, etc.)

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Berkeley, Hillside, and Berkeley Park District: Prairie Path and Taft Avenue Corridor Plan (CMAP): <https://engage.cmap.illinois.gov/prairie-path-and-taft-avenue-corridor-plan>

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making**

**process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Program contribution: If selected, the program contribution for the project would be shared between the participating communities, with specific amounts to be determined and agreed to as part of the intergovernmental agreement with selected applicants.

**How did you find out about the call for projects?**

Contacted by CMAP

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: DuPage County Division of Transportation	Address: 421 N County Farm Rd, Wheaton IL 60187
Applicant name: SidneyKenyon	Title: Senior Transportation Planner
Email: sidney.kenyon@dupageco.org	Phone number: 630-407-6897
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 17

### What are the three most important planning issues in your community right now?

Mobility Choice, Access to Opportunity, Safety

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

DuPage County - countywide, with a focus on County Highways, arterials, and collectors. Plan would incorporate and support both local and regional plans, while planning for regional connections.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Pace Suburban Bus and Metra operate countywide. Pace provides the full plethora of its services including: fixed routes, circulators, ART, Bus on Shoulder, and Pace On-Demand. Metra operates three commuter rail services: Milwaukee District West, Union Pacific West, and Burlington Northern-Santa Fe. Townships and municipalities offer dial-a-ride paratransit services via Ride DuPage, with some support from DuPage Community Services.

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

Pace Suburban Bus and Metra operate countywide. Pace provides the full plethora of its services including: fixed routes, circulators, ART, Bus on Shoulder, and Pace On-Demand. Metra operates three commuter rail services: Milwaukee District West, Union Pacific West, and Burlington Northern-Santa Fe. Townships and municipalities offer dial-a-ride paratransit services via Ride DuPage, with some support from DuPage Community Services.

### Does the proposed study area span multiple jurisdictions?

Yes

### If yes which jurisdictions?

County, 32 municipalities, DuPage Forest Preserve, townships, IDOT, Tollway, and townships

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

**Does your community have a complete streets policy?**

Yes

**If yes, how has your community used this policy?**

The Healthy Roads Policy is a directive for DuDOT to pursue the incorporation of bike/ped infrastructure in its capital improvements. We also use this policy to justify having a trails (bike/ped) coordinator on-staff in DOT, and we invest in bicycle and

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

DuPage County Board; DuPage Mayors and Managers; Forest Preserve District of DuPage County; Municipal staff as needed/directed, especially Public Works or Community Development; County staff as needed, especially DuDOT.

**What is the goal of this study / What are you looking to accomplish?**

DuPage County DOT is requesting \$200,000 to support the production of a successor plan to the County's 2008 Bike Plan that would reflect the diverse active transportation infrastructure in DuPage while improving connectivity and safety. The primary goal of this planning process is to prepare a plan for bicycle and pedestrian capital improvements for DuPage County via its County Highways network, arterials, and some collectors. County also needs to build on other plans such as LRTP, Mobility Plan, and Trails Plan. As such, coordination would be necessary with municipalities, neighboring counties, the forest preserve, the public, and IDOT. We would need consultant assistance as well as staff assistance from CMAP to successfully carry out the Plan.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Connect to a regional trail system, Identify strategies for pedestrian crossings, Study problematic intersections

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

County has systematically implemented: County's Healthy Roads Policy, County's 2008 Bike Plan, County's ADA Transition Plan, and is developing a Mobility Plan at the time of this application. Many municipalities have developed Bike/Ped plans, and most are seeking to complete ADA Transition Plans; as a result municipalities are making coordinated investments to implement planned capital improvements.

**If yes, please describe:**

Communities such as Addison, Bensenville, and West Chicago have high proportions of Latinx residents but lack consistent sidewalk and bikeway networks, thereby impacting the quality of life for their residents. DuPage also has significant populations of older adults and people with disabilities. The Bike Plan would seek to address gaps in communities without coordinated investments in bike/ped infrastructure by positioning them for future grant assistance opportunities due to recognition by our Plan.

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

County has systematically implemented: County's Healthy Roads Policy, County's 2008 Bike Plan, County's ADA Transition Plan, and is developing a Mobility Plan at the time of this application. Many municipalities have developed Bike/Ped plans, and most are seeking to complete ADA Transition Plans; as a result municipalities are making coordinated investments to implement planned capital improvements.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

County has completed other plans that will be leveraged by this bike/ped plan, including: Long Range Transportation Plan, Mobility Plan (in progress), Elgin-O'Hare Bike/Ped Plan, DuPage Trails Plan (in-progress--does not plan capital improvements), and the ADA Transition Plan. County is entering Phase I Engineering for the East Branch DuPage River Trail, and has designed/constructed several segments of the Southern DuPage Regional Trail, Great Western Trail, and local bike/ped projects over the past five years.

**What data are available to your community that could be used for bicycle and pedestrian planning?**

DuDOT collects and manages GIS data: sidewalk network, bikeways inventory, and ADA inventory. We have access to a crash database, and GIS data related to land use, the transportation network, ADT/traffic counts, and bike/ped counts on some trails.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

DuPage County's Long Range Transportation Plan - bike/ped plan will be built upon some recommendations

[https://www.dupagecounty.gov/DOT/Transportation\\_Planning/49578/](https://www.dupagecounty.gov/DOT/Transportation_Planning/49578/)

DuPage County's 2008 Bike Plan (older than five years) - update/successor to that plan

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making**



**process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Palos Park	Address: 12020 S Timber Lane, Palos Park
Applicant name: AdrianLevin	Title: Civil Engineer
Email: alevinman@gmail.com	Phone number: 3126366561
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 18

### What are the three most important planning issues in your community right now?

Pedestrian & Bicycle Safety Near Metra Station and Trail Systems

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

1/2 mile radius around Palos Park Metra Station, specifically at the misaligned intersection SW Hwy crossing at 121st and Timber Lane

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Metra SWS, Pace

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

Metra SWS, Pace

### Does the proposed study area span multiple jurisdictions?

No

### If yes which jurisdictions?

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Does your community have a complete streets policy?

No

### If yes, how has your community used this policy?

Complete Streets policy is needed.

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Palos Park Village Planners

### What is the goal of this study / What are you looking to accomplish?

Residential area of SW Hwy is adversely affected by through traffic along SW Hwy in vicinity of Metra Station and Trails System access points / adjacent connections.

Residents do not have enough safe pedestrian or bicycle routes to these destinations. There are no sidewalks or crosswalks at places where commuters and bicyclists cross regularly to access the available Metra or Trail systems, users regularly contend with dangerous cross traffic as they attempt to get to the Metra or trail system from the residential areas in the immediate vicinity of the Metra at 121st and SW Hwy.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Identify strategies for pedestrian crossings, Study problematic intersections, Implement recommendations from an existing plan

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Metra and Trail systems present but access from nearby areas not safe for pedestrians / cyclists/ commuters.

**If yes, please describe:**

Latino community present

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

Metra and Trail systems present but access from nearby areas not safe for pedestrians / cyclists/ commuters.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**

Used but risky/dangerous to access.

**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Path access has some signage but crossing not safe in all areas (i.e. at 121st and SW Hwy)

**What data are available to your community that could be used for bicycle and pedestrian planning?**

<https://youtube.com/playlist?list=PLMfNAGP-iqfiXKag2Slgr6--a3ZPk0rIt>

<https://youtube.com/playlist?list=PLMfNAGP-iqfiC8j0o4t-C1b6D0-AnlpEZ>

<https://youtube.com/playlist?list=PLMfNAGP-iqfhMHPnXuD1FJmg4FFnCDRNI>

<https://youtube.com/playlist?list=PLMfNAGP-iqfiZtumbPzklUyndNiGewLmt>

<https://youtube.com/playlist?list=PLMfNAGP-iqfhNAwTGybdQj2R7THVch1fv>

<https://youtube.com/playlist?list=PLMfNAGP-iqfhSodZr8JiSf3PIVNbPeP0m>

<https://youtube.com/playlist?list=PLMfNAGP-iqfiD17mkQBMAhhKADwzQG9-A>

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Implement a recommendation from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Village Of Palos Park Comprehensive Plan Pg 35 & 37

<https://www.palospark.org/335/Development-Codes-Maps> (link toward bottom left of page)

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Intersection at SW Hwy and 121st / Timber Lane is a misaligned intersection with recurring vehicle collisions and conflict points due to the misalignment. This is a major crossing point for Metra station access and pedestrian and bicycle access for Residents in this "middle area" between the commuter and trail system access points. What is available to the Residents is dangerous to access. See youtube links for video documentation of pedestrian and bicycle crossing activity as well as constant aggressive driving by vehicle operators (mostly commuters & commercial traffic) at this intersection. Need dedicated turn lanes or traffic circle and speed limit reduction and other traffic calming measures.

<https://youtube.com/playlist?list=PLMfNAGP-iqfiXKag2Slgr6--a3ZPk0rIt>  
<https://youtube.com/playlist?list=PLMfNAGP-iqfjctZ2JAq2MQ4X3Gqch2tG3>  
<https://youtube.com/playlist?list=PLMfNAGP-iqfiC8j0o4t-C1b6D0-AnlpEZ>  
<https://youtube.com/playlist?list=PLMfNAGP-iqfhMHPnXuD1FJmg4FFnCDRNI>  
<https://youtube.com/playlist?list=PLMfNAGP-iqfiZtumbPzklUyndNiGewLmt>  
<https://youtube.com/playlist?list=PLMfNAGP-iqfhNAwTGybdQj2R7THVch1fv>  
<https://youtube.com/playlist?list=PLMfNAGP-iqfhSodZr8JiSf3PIVNbPeP0m>  
<https://youtube.com/playlist?list=PLMfNAGP-iqfiD17mkQBMAhhKADwzQG9-A>  
[https://youtube.com/playlist?list=PLMfNAGP-iqfgp\\_IdDRFRXfsNhCEUk43FW](https://youtube.com/playlist?list=PLMfNAGP-iqfgp_IdDRFRXfsNhCEUk43FW)  
<https://youtube.com/playlist?list=PLMfNAGP-iqfjRJAMruAADK8eF16CX2WAB>  
[https://youtube.com/playlist?list=PLMfNAGP-iqfh1rA20IHxjb9vdtkhR\\_b2](https://youtube.com/playlist?list=PLMfNAGP-iqfh1rA20IHxjb9vdtkhR_b2)  
<https://youtube.com/playlist?list=PLMfNAGP-iqfgHXM15gYsXJLELlxokrrNu>  
<https://youtube.com/playlist?list=PLMfNAGP-iqfhzw6c1J8SCIVihuzX4xxxD>

**How did you find out about the call for projects?**

Twitter

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Barrington Area Council of Governments (BACOG)	Address: 112 Algonquin Road, Barrington Hills, IL 60010
Applicant name: KimberlySaunders	Title: Executive Director
Email: k.saunders@bacog.org	Phone number: 847-381-7871 or 773-580-8397
<b>Type of assistance: Bicycle and pedestrian plan</b>	Application number: 19

### What are the three most important planning issues in your community right now?

While each individual BACOG member community has unique needs and priorities, together the region is focused on the following planning issues: (1) improving non-motorized regional connectivity, (2) ensuring the safety of our residents and visitors, and (3)

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

The proposed study area coincides with the jurisdictional boundaries of BACOG's member communities, including: Barrington Township, and the Villages of Barrington, Barrington Hills, Deer Park, Lake Barrington, South Barrington, and Tower Lakes.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

The center of the Barrington area includes the Barrington Metra station on the Union Pacific-Northwest line. Other transit options in the region are limited to Pace suburban rideshare programs for senior and disabled riders.

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

The center of the Barrington area includes the Barrington Metra station on the Union Pacific-Northwest line. Other transit options in the region are limited to Pace suburban rideshare programs for senior and disabled riders.

### Does the proposed study area span multiple jurisdictions?

Yes. The proposed study area covers territory in 4 counties and will include the active participation of the 1 township and 6 village governments that are members of BACOG.

### If yes which jurisdictions?

The study area will span portions of Cook, Lake, McHenry, and Kane Counties; Barrington and Cuba Townships; and the Villages of Barrington, Barrington Hills, Deer Park, Lake Barrington, South Barrington, and Tower Lakes.

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

**Does your community have a complete streets policy?**

Yes

**If yes, how has your community used this policy?**

Not every BACOG member has a complete streets policy. One of those who does is the Village of Barrington, which uses its policy as a tool to evaluate bike/pedestrian improvement opportunities as part of roadway reconstruction or other construction/development.

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

BACOG's Executive Board, consisting of the Township Supervisor and Village Presidents of our members, recently established the BACOG Connectivity Committee, which is focused on developing a regional connectivity plan. The members stand ready to participate in the planning process. BACOG's own Executive Director, Planning Coordinator, and GIS Analyst also are prepared to provide staff support to this initiative.

**What is the goal of this study / What are you looking to accomplish?**

Individual BACOG member communities are working to address the needs and priorities for bike paths and connections to natural areas in their communities. The goal of BACOG's study would be to support this work and develop a region-wide plan that identifies specific ways to expand access to existing paths and recreation areas, improves safety for these non-motorized connections, and positions BACOG and its members to advocate together for the individual projects within the region-wide plan.

**In every bicycle and pedestrian plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, access to transit by all modes, connectivity, and last mile connections; and identify and prioritize infrastructure improvements. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Identify strategies for pedestrian crossings, Implement recommendations from an existing plan, Create non-motorized connections between existing trails, communities, and businesses that cross jurisdictional boundaries.

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

While there are many initiatives in the planning stages across the BACOG area, here are two examples that are farther along in the process:

First, there is a project currently underway in the Village of Barrington that will provide critical bike and pedestrian connections near Barrington High School. This project, the reconstruction of Hart Road and construction of a new adjoining multi use path, is a coordinated effort between Lake County Department of Transportation and the Village of Barrington. Lake County is replacing aging culverts with a new bridge and is resurfacing an extended section of Hart Road from Route 14 to Lake Cook Road. In coordination with the Village of Barrington, the County is constructing a multi-use path along Hart Road that will provide safe access between offices, a sports complex, parking, and the local high school. In addition, Barrington will be constructing additional sections of this multi-use path to connect it with existing paths, sidewalks, and trail systems that extend around the Village.

Second, numerous government and nonprofit partners continue to make great progress on the Barrington Greenway Initiative, a plan to create unbroken, interconnected habitat corridors across 14,000 acres of prairies, wetlands, and woodlands, to reintroduce priority native plants and wildlife, to increase biodiversity, and to strengthen ecosystems. This north-south plan is designed to link habitats in Cook, Lake, and McHenry counties, running in an arc from Popular Creek Forest Preserve, south of Interstate 90, and north to the Fox River Preserve in Port Barrington. It represents cooperation across jurisdictional lines and between government and nonprofit organizations and continues to create interconnected trails and expanded access to nature preserves to many communities.

**If yes, please describe:**

**Describe any current bicycle or pedestrian focused initiatives happening in your community.**

While there are many initiatives in the planning stages across the BACOG area, here are two examples that are farther along in the process:

First, there is a project currently underway in the Village of Barrington that will provide critical bike and pedestrian connections near Barrington High School. This project, the reconstruction of Hart Road and construction of a new adjoining multi use path, is a coordinated effort between Lake County Department of Transportation and the Village of Barrington. Lake County is replacing aging culverts with a new bridge and is resurfacing an extended section of Hart Road from Route 14 to Lake Cook Road. In coordination with the Village of Barrington, the County is constructing a multi-use path along Hart Road that will provide safe access between offices, a sports complex, parking, and the local high school. In addition, Barrington will be constructing additional sections of this multi-use path to connect it with existing paths, sidewalks, and trail systems that extend around the Village.

Second, numerous government and nonprofit partners continue to make great progress on the Barrington Greenway Initiative, a plan to create unbroken, interconnected habitat corridors across 14,000 acres of prairies, wetlands, and woodlands, to reintroduce priority native plants and wildlife, to increase biodiversity, and to strengthen ecosystems. This north-south plan is designed to link habitats in Cook, Lake, and McHenry counties, running in an arc from Popular Creek Forest Preserve, south of Interstate 90, and north to the Fox River Preserve in Port Barrington. It represents cooperation across jurisdictional lines and between government and nonprofit organizations and continues to create interconnected trails and expanded access to nature preserves to many communities.

**Have all of the pedestrian facilities in the area been adapted/rebuilt to ADA standards?**

Some but not all

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not why?**



**What projects has your community recently completed, or is currently working on that are relevant to bicycle and/ or pedestrian planning?**

Each BACOG member community has been working independently to identify specific projects to improve connectivity and increase opportunities for bicycle and pedestrian activities. They also continue to develop nature preserves and recreation areas. The proposed BACOG planning efforts present an opportunity to identify improved connections between these resources and coordinate these efforts to provide maximum benefit for the residents of and visitors to the Barrington area. For example, Lake Barrington recently completed construction of a new park along Kelsey Road and is evaluating ways to connect this resource to the Lake County Grassy Lake Forest Preserve trail system as well as a nearby industrial park and retail corridor. Meanwhile, nearby village and BACOG member, Tower Lakes, also is evaluating ways to establish safe bicycle and pedestrian access along a busy Lake County road between its community and the northern end of the Lake County Grassy Lake Forest Preserve trail system. By evaluating and coordinating these two projects on a regional level, the BACOG plan could expand the benefits of each individual project and create an extended trail system that is accessible by multiple communities.

**What data are available to your community that could be used for bicycle and pedestrian planning?**

We are not aware of existing data that could be used for bicycle and pedestrian planning but are open to guidance on options we could pursue.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Implement a recommendation from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

A BACOG plan would implement a stated goal of multiple members' recently updated comprehensive plans, including:

- Barrington: [https://www.barrington-il.gov/government/departments/development\\_services/planning\\_\\_\\_zoning\\_information/comprehensive\\_plan.php](https://www.barrington-il.gov/government/departments/development_services/planning___zoning_information/comprehensive_plan.php)

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

BACOG comes to CMAP with a request for technical assistance to help us leverage the high level of regional cooperation in this area and create a solid plan for improving connectivity across jurisdictional lines. The BACOG members have an over 50-year track record of local governments remaining committed to regional planning and cooperation. This is evidenced by their active membership in BACOG and continued adherence to the regional land use plan they created and adopted together in 1972. The BACOG area is replete with natural and recreational areas that have been created and maintained through the commitment of community members and local governments. Areas such as the Cuba Marsh Nature Preserve, South Barrington Conservancy, Grassy Lake Nature Preserve, Fetherling Park, the Tower Lakes Nature Preserve, and numerous others, contribute to the unique nature of the Barrington Area and are an incredible asset for us all. However, they could be enjoyed by a greater portion of our region's residents and visitors if there was improved non-motorized access to and between such resources.

Our members recognize the importance of working together and are ready to move forward with a regional connectivity plan. BACOG has staff and volunteers prepared to work, but BACOG needs the expertise and experience of CMAP to ensure that a region-wide connectivity plan equitably provides benefits across the region, reflects the needs and priorities of our residents, and has a feasible path to implementation.

Thank you in advance for your consideration. Please let us know if we can provide any additional information or answer any questions.

**How did you find out about the call for projects?**

Former CMAP employee and Lake County Forest Preserve & Transportation officials

**What resources did you find helpful as you apply for the call?**

Web Page FAQ, Reviewing projects from prior recipients and receiving guidance from Lake County Forest Preserve and Transportation officials

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

3



## TECHNICAL ASSISTANCE APPLICATION

Organization: Chicago Heights	Address: 1601 Chicago Road, Chicago Heights 60411
Applicant name: AndrewSmith	Title: Engineer
Email: asmith@chicagoheights.net	Phone number: 708-755-3118
<b>Type of assistance: Capital Improvement Plan (CIP)</b>	Application number: 20

**What are the three most important planning issues in your community right now?**

Development, infrastructure, capacity

**Please identify the staff, officials, and any community organizations that will be involved in the planning process.**

Mayor's Staff, Engineering, Development Staff

**With the Capital Improvement Plan (CIP) program, CMAP endeavors to build the capacity of communities to identify, prioritize and program for design and construction of capital projects. Does your community currently have CIP?**

No

**If yes, does your existing CIP work well in your community?**

**If your existing CIP does not work well, please explain why.**

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**How is your community preparing for electric vehicles?**

Not much preparation

**Are you currently participating in the Metropolitan Mayors Caucus' Age-Friendly Communities program or Aging in a Changing Region?**

No

**Communities receiving Capital Improvement Plan technical assistance should have certain documentation available at the start of the project. Which of the following documentation does your community have readily available? (select all that apply)**

Full or partial asset inventory (facilities, capital equipment, transportation infrastructure, sewer/water/stormwater infrastructure). Assets may be listed as part of insurance documentation., Condition assessment of assets and/or any rate studies (may not have this for all assets)., List of all previously approved capital projects and their status.

**Does your community currently have an asset inventory and conditions assessment of all capital infrastructure?**

No

**Does your community experience flooding?**

Yes

**If yes, does your community consider the impacts of flooding when making transportation infrastructure and land use decisions?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach**

**activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Chicago Heights looks to continue its relationship with CMAP

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ, Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

1



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Lansing	Address: 3141 Ridge Road - Lansing, IL 60438
Applicant name: DanPodgorski	Title: Village Administrator
Email: dpodgorski@villageoflansing.org	Phone number: 7088957200
<b>Type of assistance: Capital Improvement Plan (CIP)</b>	Application number: 21

### What are the three most important planning issues in your community right now?

Development, infrastructure, Staff Capacity with Grants

### Please identify the staff, officials, and any community organizations that will be involved in the planning process.

Mayor's staff, Village Administrator Staff, Finance and Engineering

### With the Capital Improvement Plan (CIP) program, CMAP endeavors to build the capacity of communities to identify, prioritize and program for design and construction of capital projects. Does your community currently have CIP?

No

### If yes, does your existing CIP work well in your community?

### If your existing CIP does not work well, please explain why.

### Does your community have a complete streets policy?

Yes

### If yes, how has your community used this policy?

When major road and infrastructure projects are beginning, we review the complete streets policy to see what, if anything can be implemented.

### How is your community preparing for electric vehicles?

minimally

### Are you currently participating in the Metropolitan Mayors Caucus' Age-Friendly Communities program or Aging in a Changing Region?

No

### Communities receiving Capital Improvement Plan technical assistance should have certain documentation available at the start of the project. Which of the following documentation does your community have readily available? (select all that apply)

Full or partial asset inventory (facilities, capital equipment, transportation infrastructure, sewer/water/stormwater infrastructure). Assets may be listed as part of insurance

documentation., Condition assessment of assets and/or any rate studies (may not have this for all assets)., List of all previously approved capital projects and their status.

**Does your community currently have an asset inventory and conditions assessment of all capital infrastructure?**

No

**Does your community experience flooding?**

Yes

**If yes, does your community consider the impacts of flooding when making transportation infrastructure and land use decisions?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected**



**your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Look forward to continuing our successful partnership

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ, Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Bellwood	Address: 3200 Washington Boulevard
Applicant name: TonitaLeShore	Title: Director of Human Resources
Email: tleshore@vil.bellwood.il.us	Phone number: 708 202-0312
<b>Type of assistance: Capital Improvement Plan (CIP)</b>	Application number: 22

**What are the three most important planning issues in your community right now?**  
redevelopment/economic development, upgrading our infrastructure, building code ordinances

**Please identify the staff, officials, and any community organizations that will be involved in the planning process.**

Andre Harvey, Peter Tsiolis, Aric Swaney, Tonita LeShore

**With the Capital Improvement Plan (CIP) program, CMAP endeavors to build the capacity of communities to identify, prioritize and program for design and construction of capital projects. Does your community currently have CIP?**

No

**If yes, does your existing CIP work well in your community?**

**If your existing CIP does not work well, please explain why.**

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**How is your community preparing for electric vehicles?**

We are at the very beginning stages of meeting with vendors

**Are you currently participating in the Metropolitan Mayors Caucus' Age-Friendly Communities program or Aging in a Changing Region?**

Yes

**Communities receiving Capital Improvement Plan technical assistance should have certain documentation available at the start of the project. Which of the following documentation does your community have readily available? (select all that apply)**

Full or partial asset inventory (facilities, capital equipment, transportation infrastructure, sewer/water/stormwater infrastructure). Assets may be listed as part of insurance documentation., Condition assessment of assets and/or any rate studies (may not have this for all assets)., List of all previously approved capital projects and their status., Capital budget for the past 3 years and budget forecasts for the next 5 years.

**Does your community currently have an asset inventory and conditions assessment of all capital infrastructure?**

No

**Does your community experience flooding?**

Yes

**If yes, does your community consider the impacts of flooding when making transportation infrastructure and land use decisions?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach**

**activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

We have a reputation of working efficiently in partnership with CMAP

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

None

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Hazel Crest	Address: 3601 W. 183rd Street
Applicant name: DanteSawyer	Title: Village Manager
Email: dsawyer@villageofhazelcrest.com	Phone number: 17083359617
<b>Type of assistance: Capital Improvement Plan (CIP)</b>	Application number: 23

### What are the three most important planning issues in your community right now?

#1 Capital & Equipment Maintenance #2 Economic Development in Hazel Crest Proper Community #3 Transit Oriented Development in the area adjacent to Hazel Crest Metra Station (Park Ave. & 170th St.)

### Please identify the staff, officials, and any community organizations that will be involved in the planning process.

The planning process will involve citizens, homeowner associations, community commissioners, important stakeholders, our village board members, our finance, public works, police and fire departments and our village manager.

### With the Capital Improvement Plan (CIP) program, CMAP endeavors to build the capacity of communities to identify, prioritize and program for design and construction of capital projects. Does your community currently have CIP?

No

### If yes, does your existing CIP work well in your community?

No

### If your existing CIP does not work well, please explain why.

### Does your community have a complete streets policy?

No

### If yes, how has your community used this policy?

### How is your community preparing for electric vehicles?

We are in the very preliminary stages for preparing for electric vehicles.

### Are you currently participating in the Metropolitan Mayors Caucus' Age-Friendly Communities program or Aging in a Changing Region?

Yes

Communities receiving Capital Improvement Plan technical assistance should have certain documentation available at the start of the project. Which of the following documentation does your community have readily available? (select all that apply)

Full or partial asset inventory (facilities, capital equipment, transportation infrastructure, sewer/water/stormwater infrastructure). Assets may be listed as part of insurance documentation., Condition assessment of assets and/or any rate studies (may not have this for all assets)., List of all previously approved capital projects and their status.

**Does your community currently have an asset inventory and conditions assessment of all capital infrastructure?**

No

**Does your community experience flooding?**

Yes

**If yes, does your community consider the impacts of flooding when making transportation infrastructure and land use decisions?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Strategic Planning Process and Roadmaps for the Village of Hazel Crest.

We do not have a link but can provide a email copy.

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule**

**above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

No

**How did you find out about the call for projects?**

Neighboring Municipality.

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4



## TECHNICAL ASSISTANCE APPLICATION

Organization: Red Line Extension Coalition	Address: 9327 S. Michigan, IL 60619
Applicant name: MichaelLaFargue	Title: Past President
Email: mlaFarguerlec@gmail.com	Phone number: 7732510760
<b>Type of assistance: Capital Improvement Plan (CIP)</b>	Application number: 24

### What are the three most important planning issues in your community right now?

Transit Orientated Development, Innovative Financing Red Line Extension Project and Regional Economy

### Please identify the staff, officials, and any community organizations that will be involved in the planning process.

Red Line Extension Coalition, Chicago State University, West Chesterfield Community Association, Roseland Heights Community Association, Rosemoor Community Association, Gold Gate Community Association, Vernon Park Community Association, Endeleo Institute, Joyce Chapman, Ledall Edwards, Greater Roseland Chamber of Commerce, Senator Elgie Simms, State Representative Marcus Evans, State Representative Slaughter, Stanley Moore,

### With the Capital Improvement Plan (CIP) program, CMAP endeavors to build the capacity of communities to identify, prioritize and program for design and construction of capital projects. Does your community currently have CIP?

Yes

### If yes, does your existing CIP work well in your community?

Yes

### If your existing CIP does not work well, please explain why.

There is going concern to fully fund the 95th Street Corridor and the Red Line Extension Project

### Does your community have a complete streets policy?

No

### If yes, how has your community used this policy?

### How is your community preparing for electric vehicles?

We are in alignment with CTA investing in Electric buses, to make improvement at the 103rd Stony Island bus garage. We need electric car charging station plan. We are aware of the Federal and state plan of electric changing stations along the Dan Ryan, Bishop Ford, I57 etc.

### Are you currently participating in the Metropolitan Mayors Caucus' Age-Friendly Communities program or Aging in a Changing Region?



No

**Communities receiving Capital Improvement Plan technical assistance should have certain documentation available at the start of the project. Which of the following documentation does your community have readily available? (select all that apply)**

Full or partial asset inventory (facilities, capital equipment, transportation infrastructure, sewer/water/stormwater infrastructure). Assets may be listed as part of insurance documentation., Condition assessment of assets and/or any rate studies (may not have this for all assets).

**Does your community currently have an asset inventory and conditions assessment of all capital infrastructure?**

No

**Does your community experience flooding?**

No

**If yes, does your community consider the impacts of flooding when making transportation infrastructure and land use decisions?**

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Be an update to one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

[www.transitchicago.com/rle/](http://www.transitchicago.com/rle/)

[https://www.chicago.gov/city/en/depts/dcd/provdrs/invest\\_sw.emailsend.html](https://www.chicago.gov/city/en/depts/dcd/provdrs/invest_sw.emailsend.html)

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated**

**program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

John Paul Jones

**What resources did you find helpful as you apply for the call?**

Equity in Infrastructure Resolution Approved October 14th by CTA Board

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

3





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Franklin Park	Address: 9500 Belmont Ave. Franklin Park, IL 60131
Applicant name: Nicholas Walny	Title: Senior Planner
Email: nwalny@vofp.com	Phone number: 18476718278
<b>Type of assistance: Corridor plan</b>	Application number: 25

### What are the three most important planning issues in your community right now?

Adaptive reuse of obsolete properties, remediation and development of brownfield sites, and mobility.

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Grand Avenue between Willow St. and Mannheim Rd.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Bus Routes (Pace bus 319, 303, and 330)

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

None. However, there is an ongoing pedestrian and bicycle route that is funded through CMAQ and completed through the RTA's Access to Transit program that will connect the study area to DuPage County on the western border of Franklin Park and the Des Plaines River Trail on the eastern border of Franklin Park.

### Does the proposed project area span multiple jurisdictions?

No

### If yes, which jurisdictions?

### If no, would you be open to a partnership on this project with adjacent jurisdictions?

Yes

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Mayor Barrett Pedersen, Director of Community Development and Planning John Schneider, Senior Planner Nicholas Walny, Senior Planner Ryan Adriatico, Village Planner Rudolph Repa, Engineer Tom McCabe, and the Village of Franklin Park Planning Commission.

### What is the goal of this study / What are you looking to accomplish?

The goal of this study is to begin developing a plan that can spark reinvestment to establish character in a corridor that has issues with obsolescence, access, and pedestrian safety. Grand

Avenue has become a major east-west thoroughway for vehicular travel in the region. With four lanes and some stretches in Franklin Park averaging 42,300 vehicles per day, the Village has had difficulty capturing this traffic to spark reinvestment in its aging commercial corridor along Grand Avenue. Commercial sites that once catered more to pedestrian-oriented development standards never adjusted to the vehicle-dominated traffic patterns that the corridor sees today. As a result, the corridor has seen disinvestment as commercial sites struggle to meet the standards of modern development. Also, while sidewalks allow for pedestrian access, travelers on foot are often placed in stressful interactions with the heavy vehicular traffic. Additionally, issues with ingress, egress, and parking have made these sites less desirable for commercial investment.

**In every corridor plan, CMAP and RTA endeavor to improve road safety and increase transit access, walkability, and bikeability. Both agencies try to ensure corridor plans promote inclusive growth and encourage land uses that leverage the existing transportation network. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three):**

Broaden diversity in housing choices, Attract investment and development, Manage parking

**What is the name of the major road, path, river or other geographic feature that would be the spine of your proposed corridor?**

Grand Avenue

**Is there a high incidence of crashes or other traffic safety concerns within the proposed study area?**

Yes

**If yes, what are the priority traffic safety challenges that need to be addressed in the area? (Select all that apply)**

ADA accessibility and compliance, Bicycle and pedestrian facilities, Crashes, Pedestrian crossings, Problematic intersections

**Does your community have a complete streets policy?**

Yes

**If yes, how has your community used this policy?**

The Village has used this policy as a mechanism for complete streets implementation. Examples include curb extensions and bump outs on Franklin Avenue in Downtown Franklin Park, bump outs on Pacific Avenue, safe routes to schools (sharrows), and the planned east-west bike route that is funded by CMAQ through the RTA Access to Transit program.

**How is your community preparing for electric vehicles?**

Implemented new zoning code requirements for new development regarding electric vehicle parking. Installed electric vehicle parking stations at multiple Village facilities including Village Hall.

**Are there existing projects within the study area that might affect traffic, mobility, safety? (e.g. transportation or mobility studies, redevelopment plans/projects, road re/construction projects, storm water management, economic development plans, etc.)**

Yes

**If yes, please identify them**

The Elgin O'Hare Western Access project on the western end of the Village will increase traffic throughout the Village as an exit and entrance ramp will be installed on Franklin Avenue. The

RTA Access to transit pedestrian improvements on 25th Avenue intersects with the study area. There is a proposed traffic signal at Grand Ave and George St. The Village submitted a grant application to the Federal Railroad Administration for Phase 1 and 2 engineering for an underpass at Martens and Franklin Avenue (this area is several blocks north of the study area).

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Yes

**If yes, please describe**

2020 5 Year American Community Survey,  
50.9% of residents are Hispanic or Latino  
61.6% of residents speak a language other than English at home.  
26.5% of residents say they speak English "less than very well".  
12.5% poverty rate.  
22.2% of adults 25 or older have never attained a high school degree.  
31.0% of adults 25 achieved a high school degree only and did not go to college.  
21.7% of adults 25 had some college experience, but did not get a degree.  
Nearly 75% of residents do not have a college degree of any kind.

**Have all of the pedestrian facilities in the area been adapted for ADA accessibility?**

No

**What are your priority economic development outcomes in creating the proposed corridor plan?**

Attracting new retail development

**What are the most contentious land use issues in the area?**

Parking, transportation

**Do you have zoning that supports your vision for current and future land uses?**

Yes

**Does your community experience flooding?**

Yes, but not in the proposed study area

**If yes, does your community consider the impacts of flooding when making transportation infrastructure and land use decisions?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Village of Franklin Park Comprehensive Plan

<https://www.cmap.illinois.gov/documents/10180/450596/Franklin+Park+Final+Comprehensive+Plan/d44dc063-6480-4b24-bb7d-5a2c423d84bd>

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Agree

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Yes

**Is there any additional information you want us to know?**

Through this corridor study, the Village hopes to build upon the success of previous collaborative efforts with CMAP and the RTA. Franklin Park was fortunate to adopt its Comprehensive Plan with CMAP's assistance in 2017, outlining a clear vision for future development. Since then, the Village has been working to establish Franklin Park as a regional destination bolstered by its thriving industrial corridor. Focusing marketing efforts on the Village's prime location adjacent to O'Hare International Airport with access to the Illinois Tollway and Canadian Pacific Railroad, Franklin Park has been fortunate to be able to provide thousands of jobs to the region with approximately 4.5 million square feet of new industrial construction. However, with this success, work must continue to ensure that our community has adequate infrastructure and amenities that support the Village's industrial corridors.

In line with the principles of ON TO 2050 and Invest in Transit, many initiatives have focused on ensuring that visitors and commuters have safe, efficient access to our employment hubs and commercial corridors regardless of their primary mode of transportation. In support of this, Franklin Park was fortunate to be selected for assistance through the RTA's Access to Transit program. Through Access to Transit, Franklin Park has been in the process of providing bicycle and pedestrian infrastructure that allows for safe travel to our downtown district, major employment hubs in our industrial areas, and public transit options through Metra and Pace without relying on vehicular transportation. Additionally, these improvements provide connections to this corridor study's project area via pedestrian improvements along 25th Avenue. As a primary artery through Franklin Park, the success of the Grand Avenue corridor is vital for the community. Grand Avenue has been plagued by issues of disinvestment, obsolescence, and pedestrian safety as aging commercial sites never adjusted to the vehicle-dominated traffic patterns that the corridor sees today. This corridor study will allow Franklin Park to be a more well-rounded community by establishing a framework to see the Village's industrial success to spill into its commercial corridors while providing its residents amenities through improved public spaces, safer access regardless of the mode of transportation that's being used, and new commercial offerings. With your partnership and assistance, we hope to create a Grand Avenue that this community can be proud of. Thank you for your consideration, we look forward to your continued support.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of University Park	Address: 44 Town Center Drive University Park, IL 60484
Applicant name: Elizabeth Scott	Title: Village Manager
Email: escott@university-park-il.com	Phone number: (708) 534-6451
<b>Type of assistance: Corridor plan</b>	Application number: 26

### What are the three most important planning issues in your community right now?

Housing, Transportation, Parks and Natural Areas

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Along University Parkway between S Kedzie Avenue and Western Avenue

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Pace bus route 367

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

University Parkway Sidepath

### Does the proposed project area span multiple jurisdictions?

No

### If yes, which jurisdictions?

### If no, would you be open to a partnership on this project with adjacent jurisdictions?

Yes

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Village staff and consultants as appropriate

### What is the goal of this study / What are you looking to accomplish?

The Town Center area was once a bustling area filled with small businesses, which now features a number of vacant and blighted storefronts. The goal is to reactivate this once critical corridor, improve community access to goods and services, and to diversify the local economy.

**In every corridor plan, CMAP and RTA endeavor to improve road safety and increase transit access, walkability, and bikeability. Both agencies try to ensure corridor plans promote inclusive growth and encourage land uses that leverage the existing transportation network. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three):**

Broaden diversity in housing choices, Increase transportation resilience, Attract investment and development

**What is the name of the major road, path, river or other geographic feature that would be the spine of your proposed corridor?**

University Parkway

**Is there a high incidence of crashes or other traffic safety concerns within the proposed study area?**

No

**If yes, what are the priority traffic safety challenges that need to be addressed in the area? (Select all that apply)**

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**How is your community preparing for electric vehicles?**

The Village is looking into the SMART program to support investment in electric vehicle charging stations at all municipal buildings. The Village is also exploring policy options to encourage and incentivize EV infrastructure.

**Are there existing projects within the study area that might affect traffic, mobility, safety? (e.g. transportation or mobility studies, redevelopment plans/projects, road re/construction projects, storm water management, economic development plans, etc.)**

No

**If yes, please identify them**

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Yes

**If yes, please describe**

University Park is a primarily African-American community.

**Have all of the pedestrian facilities in the area been adapted for ADA accessibility?**

Some but not all

**What are your priority economic development outcomes in creating the proposed corridor plan?**

Attracting new retail development

**What are the most contentious land use issues in the area?**

Commercial and residential land uses are well-balanced in this corridor.

**Do you have zoning that supports your vision for current and future land uses?**

Yes

**Does your community experience flooding?**

Yes

**If yes, does your community consider the impacts of flooding when making transportation infrastructure and land use decisions?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Village of University Park CIP and Strategic Plan - PDF copies are available upon request

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Agree

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More**

**information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Yes

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Plainfield	Address: 24401 W Lockport Street, Plainfield, IL 60544
Applicant name: Rachel Riemenschneider	Title: Associate Planner
Email: rriemenschneider@goplainfield.com	Phone number: 815-230-2034
<b>Type of assistance: Corridor plan</b>	Application number: 27

### What are the three most important planning issues in your community right now?

1. Providing diverse housing types and affordability; 2. Promoting sustainable economic development; 3. Increasing walkability & reducing car dependency

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

North: Renwick Rd; South: I-55 Interstate; East/West: 100 feet on either side of Route 30

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

There is no public transportation currently in the study area. However, there is a Pace route just south of the study area in the City of Joliet.

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

There are no greenways or trails in the study area, however the Lake Renwick Heron Rookery Nature Preserve is immediately to the North of the study area. The Nature Preserve has trails extending to Lockport Street (near Downtown Plainfield).

### Does the proposed project area span multiple jurisdictions?

Yes

### If yes, which jurisdictions?

City of Joliet

### If no, would you be open to a partnership on this project with adjacent jurisdictions?

Yes

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Village of Plainfield Planning Department, Village of Plainfield Public Works Department

### What is the goal of this study / What are you looking to accomplish?

Currently, this area of the Route 30 corridor consists of incompatible land uses along a wide expanse of pavement. The goal of this study is to guide thoughtful, intentional redevelopment that will advance the following interconnected goals:

1. Increasing traffic safety: Currently, vehicles travel 15-20 miles over the speed limit. Cars and trucks make dangerous entrance/exits at the abundance of decentralized curb cuts. This has resulted in many crashes and other traffic incidences.
2. Promoting use by pedestrian/bicyclist: While there are sidewalks on both sides of the corridor, they are not safe. The sidewalks are too close to the dangerous traffic, with no landscaping or other separation. Additionally, there are few destinations that are worth walking to.
3. Implementing stormwater control measures: When this corridor was developed, proper consideration was not given to stormwater control. It has created too much impervious surface in an area that is already prone to flooding.
4. Attracting a variety commercial uses: Many of the uses in this corridor are auto-oriented and semi-industrial. A mix of new commercial uses could invigorate the area and promote redevelopment.

With its connections to I-55 and downtown and surrounding population, this corridor has the potential to be a vibrant destination that welcomes people to Plainfield.

**In every corridor plan, CMAP and RTA endeavor to improve road safety and increase transit access, walkability, and bikeability. Both agencies try to ensure corridor plans promote inclusive growth and encourage land uses that leverage the existing transportation network. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three):**

Increase transportation resilience, Reduce flooding, Attract investment and development

**What is the name of the major road, path, river or other geographic feature that would be the spine of your proposed corridor?**

US Route 30 (also known as Lincoln Highway and Joliet Road)

**Is there a high incidence of crashes or other traffic safety concerns within the proposed study area?**

Yes

**If yes, what are the priority traffic safety challenges that need to be addressed in the area? (Select all that apply)**

Bicycle and pedestrian facilities, Crashes, Pedestrian crossings, Problematic intersections

**Does your community have a complete streets policy?**

Yes

**If yes, how has your community used this policy?**

Our Complete Streets Policy is generally applied to new developments with the exception of two existing areas identified in the plan. Very few of the complete street recommendations have been applied in the Route 30 Corridor, which was developed prior to the policy being implemented.

**How is your community preparing for electric vehicles?**

Our community is in the process of preparing for electric vehicles. Electric vehicle charging has been a topic of conversation as the Village develops an updated transportation plan (which will be before our Village Board for approval before the end of 2022), however it is still unclear what recommendations will be included in the final plan.

**Are there existing projects within the study area that might affect traffic, mobility, safety? (e.g. transportation or mobility studies, redevelopment plans/projects, road re/construction projects, storm water management, economic development plans, etc.)**

Yes

**If yes, please identify them**

Comprehensive Plan update (2023): The planning department has just begun the process of updating the comprehensive plan; this corridor is designated as an area of focus for that plan. Redevelopment Plan for TIF District (2018): A redevelopment study for the Route 30 TIF was completed in 2018.

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Yes

**If yes, please describe**

There are approximately 5,578 people (2,089 households) living within 1 mile of the corridor. 18% of households have a member with a disability and 5% are below the poverty level. 19% of households have 0 or 1 vehicle. Only 2% of the population has limited proficiency in English. 16% of the population is Hispanic and 24% are people of color. These residents would benefit from a more walkable and bikeable corridor which has higher quality jobs and amenities.

**Have all of the pedestrian facilities in the area been adapted for ADA accessibility?**

Some but not all

**What are your priority economic development outcomes in creating the proposed corridor plan?**

Attracting new retail development

**What are the most contentious land use issues in the area?**

1. Proximity to Residential: Along the corridor, commercial and semi-industrial uses are adjacent to established residential neighborhoods. Residents experience flooding and other issues related to nonconforming, intense commercial uses.
2. Nonconformities: The majority of the area developed prior to the current zoning code. This has resulted in nonconforming sites, buildings, signs, and uses throughout the study area.
3. Limited Commercial Growth: While there have been some commercial successes, the value of the corridor has been stagnant. Long-standing, undesirable businesses remain. Meanwhile, disinvestment and challenging sites deter new business.

**Do you have zoning that supports your vision for current and future land uses?**

Yes

**Does your community experience flooding?**

Yes

**If yes, does your community consider the impacts of flooding when making transportation infrastructure and land use decisions?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Agree

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Yes

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

checking CMAP website

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

3





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Riverdale	Address: 9933 Roosevelt Road, Westchester Illinois 60104
Applicant name: Charles Hodges	Title: Project Engineer
Email: Chodges@ehancock.com	Phone number: 7088650300
<b>Type of assistance: Corridor plan</b>	Application number: 28

### What are the three most important planning issues in your community right now?

Corridor Planning for 144th Street; Corridor Planning for 138th Street; ADA Transitional Plan

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

138th Street: Halsted Street to Indiana Avenue (Industrial Development)

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

METRA Commuter Station; PACE Bus Service

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

Major Taylor Bike Trail

### Does the proposed project area span multiple jurisdictions?

No

### If yes, which jurisdictions?

N/A

### If no, would you be open to a partnership on this project with adjacent jurisdictions?

Yes

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Undetermined

### What is the goal of this study / What are you looking to accomplish?

Attract businesses and business investment to the Corridor

**In every corridor plan, CMAP and RTA endeavor to improve road safety and increase transit access, walkability, and bikeability. Both agencies try to ensure corridor plans promote inclusive growth and encourage land uses that leverage the existing transportation network. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three):**

Increase transportation resilience, Attract investment and development, Encourage transit oriented development (TOD)

**What is the name of the major road, path, river or other geographic feature that would be the spine of your proposed corridor?**

Halsted Street, MERTA "Riverdale Commuter Rail Station", Major Taylor Trail-Bike Lane, Indiana Avenue

**Is there a high incidence of crashes or other traffic safety concerns within the proposed study area?**

Yes

**If yes, what are the priority traffic safety challenges that need to be addressed in the area? (Select all that apply)**

ADA accessibility and compliance, Bicycle and pedestrian facilities, Crashes, Pedestrian crossings, Problematic intersections, Sidewalk gaps

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

N/A

**How is your community preparing for electric vehicles?**

To be determined

**Are there existing projects within the study area that might affect traffic, mobility, safety? (e.g. transportation or mobility studies, redevelopment plans/projects, road re/construction projects, storm water management, economic development plans, etc.)**

No

**If yes, please identify them**

N/A

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Yes

**If yes, please describe**

Riverdale is Chicago Community Cohort 4 rated

**Have all of the pedestrian facilities in the area been adapted for ADA accessibility?**

Some but not all

**What are your priority economic development outcomes in creating the proposed corridor plan?**

Attracting new jobs

**What are the most contentious land use issues in the area?**

Lack of development due to social and economic issues. Also storm water runoff and management within in an urban area - residential communities are located downstream from the target development area.

**Do you have zoning that supports your vision for current and future land uses?**

Yes

**Does your community experience flooding?**

Yes

**If yes, does your community consider the impacts of flooding when making transportation infrastructure and land use decisions?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

N/A

**CMAAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAAP requires a program contribution for technical assistance through CMAAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Agree

**CMAAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAAP, as well as participate in outreach**

**activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Yes

**Is there any additional information you want us to know?**

Not at this time.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

3





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Lake in the Hills	Address: 600 Harvest Gate, Lake in the Hills, IL 60098
Applicant name: Shannon Andrews	Title: Village Administrator
Email: sandrews@lith.org	Phone number: 847-960-7411
<b>Type of assistance: Developer dialogues</b>	Application number: 29

### What are the three most important planning issues in your community right now?

Economic Development, Comprehensive Planning & Extension of utilities

### What is the location you are seeking to solicit development strategy advice from a panel of Developers? (i.e. block, parcel)

Concept Plan Subarea 1 - Rt. 47 Corridor in Lake in the Hills: PIN #'s 18-16-400-006, 18-16-400-005, 18-16-200-004, 18-16-200-006, 18-16-400-007, 18-16-300-001, 18-16-200-001, 18-09-400-003

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

None

### Have there been any long-range plans (i.e. Comprehensive Plan, TOD Plan, Land Use Plan, Transportation Plan, etc.) that identifies the need to target economic development to this location?

Yes

### If so, please list the name of the plan(s) here and provide a link:

Comprehensive Plan, Concept Plan Subarea 1 - Rt. 47 Corridor:

<https://www.lith.org/home/showpublisheddocument/2521/637571960701770000>

(Page 48)

Market Area 1 - IL Route 47 and Ackman Road:

<https://www.lith.org/home/showpublisheddocument/2780/637690435893400000>

### What is the goal of this study / What are you looking to accomplish?

The Village of Lake in the Hills is seeking strategies for attracting development to the IL Route 47 ("R47") corridor. The goal would be to develop a plan that will remove the existing barriers to development, identify the necessary acquisitions for roadway and utility easements, and explore other strategies to attract developers. R47 development is critical for the expansion of the Village's revenue base and to provide a connector route from Randall Rd. to R47. In addition, it will allow the Village to remain competitive as growth in our neighboring community approaches from the south.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

**CMAAP requires a program contribution for technical assistance through CMAAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

**CMAAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

**Is there any additional information you want us to know?**

Included in the subarea plans is the extension of Ackman Road to Route 47, which has been included as a priority for the McHenry County Department of Transportation ("MCDOT"). This east-west connection from Randall Road to Route 47 would provide much needed relief to Algonquin Road and provide improved expressway access to residents of both Lake in the Hills and neighboring Lakewood. In addition to

enhancing interest in commercial development along the corridor, the roadway extension would further benefit development along Ackman Road, which impacts each of the adjacent municipalities. As such, the MCDOT and the Village of Lakewood are supportive of this project.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5





## TECHNICAL ASSISTANCE APPLICATION

Organization: City of Des Plaines	Address: City of Des Plaines, CED Dept, Attn: John Carlisle, 1420 Miner Street, Des Plaines IL 60016
Applicant name: John Carlisle	Title: Director of Community & Economic Development
Email: jcarlisle@desplaines.org	Phone number: 847-391-5545
<b>Type of assistance: Developer dialogues</b>	Application number: 30

### What are the three most important planning issues in your community right now?

Economic development, specifically downtown and in corridors; stormwater management; housing density

### What is the location you are seeking to solicit development strategy advice from a panel of Developers? (i.e. block, parcel)

Two sites: 1.) Northeast corner of Lee Street and Oakton Street, collectively ~15 acres and 1515-1591 Lee, known locally as "The Oaks;" 2.) Southwest corner of Lee Street and Oakton Street, collectively ~9 acres and 1155 E Oakton, known locally as the "Kmart site"

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Pace PULSE ART Dempster line, Pace regular service Routes 250 and 226; Also, Metra NCS runs directly adjacent, and City of Des Plaines has approached Metra, completed study, and acquired property (due east of the proposed station, approx. 1366-1396 Oakton) to try to receive a Metra commitment to add an NCS stop to the line at this location. City could use TIF to pay for platform, parking, etc--we just need Metra to agree to add the stop to the service. David Kralik at Metra has advised that supportive development close to the potential stop is important.

### Have there been any long-range plans (i.e. Comprehensive Plan, TOD Plan, Land Use Plan, Transportation Plan, etc.) that identifies the need to target economic development to this location?

Yes

### If so, please list the name of the plan(s) here and provide a link:

Des Plaines Comprehensive Plan (2019) -

<https://www.cmap.illinois.gov/programs/lta/des-plaines-comprehensive-plan>; Des

Plaines Station Feasibility Study (2019) -

<https://www.desplaines.org/home/showpublisheddocument/1226/637720649367800000;>  
Creation of TIF District, TIF Revitalization Plan (2019) -  
[https://webfolder.desplaines.org/Agenda/PDFPages/2019/20190903%20Council%20Packet/COW%20A%201,2,3%20-%20CC%20Memo%20Requesting%20Oakton%20TIF%20Ordinances%20and%20Resolutions\\_Full\\_Packet%20OPT....pdf](https://webfolder.desplaines.org/Agenda/PDFPages/2019/20190903%20Council%20Packet/COW%20A%201,2,3%20-%20CC%20Memo%20Requesting%20Oakton%20TIF%20Ordinances%20and%20Resolutions_Full_Packet%20OPT....pdf)

**What is the goal of this study / What are you looking to accomplish?**

Spur TOD such as residential units or other trip origins or destinations. There is a grocery store but much underutilized surface parking. More residences, an employment hub, an entertainment/event destination, accommodations, etc., are worth exploring. Dialogue would connect property ownership with experts to comment on redevelopment visions and assess whether economic market and regulatory environment are suitable or need to be changed. Deliverable with recommendations & loose concept site plans would be good. Both sites lie within a TIF where vacancy is present and revitalization is needed.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Alex Walz at RTA reached out directly.

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Wonder Lake	Address: 4444 Thompson Road, Wonder Lake IL. 60097
Applicant name: William Beith	Title: Village Administrator
Email: <a href="mailto:wbeith@wlvillage.org">wbeith@wlvillage.org</a>	Phone number: 815-701-7243
<b>Type of assistance: Grant readiness</b>	Application number: 31

**What are the three most important planning issues in your community right now?**

A Comprehensive Plan update that addresses managing growth (building 3,700 homes), economic development and water/sewer infrastructure.

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

None

**What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?**

None

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Village staff, MPOA (lake management), Village President

**CMAP endeavors to build the capacity of communities to apply for and manage transportation infrastructure grants. Who currently applies for and manages transportation infrastructure grants at your municipality? (select one)**

Village Administrator/City Manager

**Is there a specific infrastructure project or grant opportunity you have in mind?**

Yes

**If yes, please give a short description.**

Hancock Drive water/sewer project for business district

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**How is your community preparing for electric vehicles?**

N/A

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Comprehensive Plan

[https://www.villageofwonderlake.org/sites/default/files/fileattachments/planning\\_and\\_zoning/page/3071/vwl\\_dev\\_plan\\_revised2010.pdf](https://www.villageofwonderlake.org/sites/default/files/fileattachments/planning_and_zoning/page/3071/vwl_dev_plan_revised2010.pdf)

Hancock Plan

[https://www.villageofwonderlake.org/sites/default/files/fileattachments/planning\\_and\\_zoning/page/3091/hancockreport.pdf](https://www.villageofwonderlake.org/sites/default/files/fileattachments/planning_and_zoning/page/3091/hancockreport.pdf)

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More**

**information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

None

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

3



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Midlothian	Address: 14801 S. Pulaski
Applicant name: Gary L'Heureux	Title: Village President
Email: <a href="mailto:glheureux@villageofmidlothian.org">glheureux@villageofmidlothian.org</a>	Phone number: 7083890200
<b>Type of assistance: Grant readiness</b>	Application number: 32

### What are the three most important planning issues in your community right now?

Grant Administration, infrastructure and transportation

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Metra and PACE

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

The Village is embarking on creating Natalie Creek trail through Midlothian and will need assistance in constructing it

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Village Trustee Don Killelea

### CMAP endeavors to build the capacity of communities to apply for and manage transportation infrastructure grants. Who currently applies for and manages transportation infrastructure grants at your municipality? (select one)

Administrative Staff

### Is there a specific infrastructure project or grant opportunity you have in mind?

Yes

### If yes, please give a short description.

Natalie Creek Trail

### Does your community have a complete streets policy?

Yes

### If yes, how has your community used this policy?

Not yet

### How is your community preparing for electric vehicles?

We are not at this time



**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5

## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Summit	Address: 7321 W 59th Street, 60501
Applicant name: Sergio Rodriguez	Title: Mayor
Email: <a href="mailto:srodriguez@summit-il.org">srodriguez@summit-il.org</a>	Phone number: 708-563-4800
<b>Type of assistance: Grant readiness</b>	Application number: 33

**What are the three most important planning issues in your community right now?**  
Safety, Development, Accessibility

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**  
Metra, PACE

**What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?**  
NA

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**  
Mayor, Staff and consultants for the Village

**CMAP endeavors to build the capacity of communities to apply for and manage transportation infrastructure grants. Who currently applies for and manages transportation infrastructure grants at your municipality? (select one)**  
Engineer

**Is there a specific infrastructure project or grant opportunity you have in mind?**  
No

**If yes, please give a short description.**

**Does your community have a complete streets policy?**  
No

**If yes, how has your community used this policy?**

**How is your community preparing for electric vehicles?**  
Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**  
No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAF strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAF requires a program contribution for technical assistance through CMAF. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAF is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAF publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAF strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAF, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

N/A

**How did you find out about the call for projects?**

Email from my CMAF local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ, Receiving assistance from CMAF or RTA staff

How difficult was it to fill out this application? (select one) Very difficult,  
somewhat difficult, neither easy or difficult, somewhat easy, very easy

5

## TECHNICAL ASSISTANCE APPLICATION

Organization: United City of Yorkville	Address: 800 Game Farm Road, Yorkville, Illinois 60560
Applicant name: Krysti Barksdale-Noble	Title: Community Development Director
Email: <a href="mailto:knoble@yorkville.il.us">knoble@yorkville.il.us</a>	Phone number: 630-553-8573
<b>Type of assistance: Grant readiness</b>	Application number: 34

### What are the three most important planning issues in your community right now?

(1) Connectivity of trails and parks to local and regional facilities; (2) Lack of cohesive downtown core; (3) Availability of public utilities to potential greenfield development located at the edges of the corporate boundaries.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

None.

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

Please refer to Trails Map link:

<https://www.yorkville.il.us/DocumentCenter/View/2154/Trails-Map---April-3-2009-Update---11x17?bidId=>

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

City Administrator; Assistant City Administrator; Community Development Director; Public Works Director; Parks and Recreation Director; and Engineering consultant.

### CMAP endeavors to build the capacity of communities to apply for and manage transportation infrastructure grants. Who currently applies for and manages transportation infrastructure grants at your municipality? (select one)

Consultant

### Is there a specific infrastructure project or grant opportunity you have in mind?

No

If yes, please give a short description.

### Does your community have a complete streets policy?

No

If yes, how has your community used this policy?

How is your community preparing for electric vehicles?

The City is currently preparing an Unified Development Ordinance which proposes the requirement for the installation of electric vehicle charging stations in commercial developments, multi-family residential developments and in future city-owned public parking facilities within the downtown.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Implement a recommendation from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Comprehensive Plan Update 2016

<https://www.yorkville.il.us/DocumentCenter/View/5889/14026-COMPREHENSIVE-PLAN-FINAL-EDITION-10-1-2016>

Downtown Streetscape Plan

<https://www.yorkville.il.us/DocumentCenter/View/6529/Downtown-Streetscape-Master-Plan?bidId=>

Downtown Public Art Plan

<https://www.yorkville.il.us/DocumentCenter/View/7318/Downtown-Public-Art-Policy--Plan>

DYNAMIC Plan <https://www.yorkville.il.us/DocumentCenter/View/8119/DYNAMIC-Project-Narrative?bidId=>

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Rep. Lauren Underwood Notice of New Federal Grant Opportunities email

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Lake in the Hills	Address: 600 Harvest Gate, Lake in the Hills, IL 60156
Applicant name: Shannon Andrews	Title: Village Administrator
Email: sandrews@lith.org	Phone number: 847-960-7411
<b>Type of assistance: Grant readiness</b>	Application number: 35

### What are the three most important planning issues in your community right now?

Strategic Planning, Bicycle/Pedestrian Plan, Land Use

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

McRide is a dial-a-ride program paratransit service available to riders throughout McHenry County. It has a distance-based, cash-only fare structure. McHenry County is also served by Pace Routes 806, 807, 808 and 550. Route 550 runs through Lake in the Hills to provide connection from Elgin to Crystal Lake.

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

Lake in the Hills is home to 34 parks, with the largest being the Sunset Park Sports Complex at 125 acres. Our largest natural resource is the 240-acre Fen at Barbara Key Park. Our parks also include over 5 miles of off-street bike paths. The McHenry County Conservation District Prairie Trail South also provides recreational opportunities for pedestrians, bicyclists, and rollerbladers.

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Village President Ray Bogdanowski and six trustees will provide direction to staff under the leadership of Village Administrator Shannon Andrews. Key staff involved in the planning process includes six department heads (Assistant Village Administrator, Finance Director, Director of Community Development, Chief of Police, Director of Public Works, and Director of Parks & Recreation).

### CMAP endeavors to build the capacity of communities to apply for and manage transportation infrastructure grants. Who currently applies for and manages transportation infrastructure grants at your municipality? (select one)

Village Administrator/City Manager

### Is there a specific infrastructure project or grant opportunity you have in mind?

Yes

**If yes, please give a short description.**

The Village is seeking funding for a future overpass and boardwalk at Woods Creek. An overpass provides an opportunity to have a structure overhead to welcome visitors. Additionally, Randall Rd. serves as the primary N/S highway and contains the bulk of the Village's retail and restaurants. It's known as the major divider separating the old part ("East Side") from the newer part ("West Side"). An overpass serves as a community connector to unify both sides. Based on discussions with the MCDOT, Randall Rd. is being designed in a way that a bridge pier can be placed in the center median.

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**How is your community preparing for electric vehicles?**

The Village Administrator, Streets Superintendent, General Utility Worker II, and Lead Mechanic serve on the EV Committee in order to plan for the future and work towards diversifying the fleet. The Village recognizes the potential to reshape transportation in our community, cut carbon emissions, and provide sustainable alternatives.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local**

ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Due to character count, I was unable to add this to question 118: Additional funding projects of interest involve water infrastructure – eliminating PFAS contamination from Well 6, barium, and barium compounds.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: City of Marengo	Address: 132 E. Prairie Street, Marengo, IL 60152
Applicant name: Nick Radcliffe	Title: Assistant City Administrator
Email: nradcliffe@cityofmarengo.com	Phone number: (815) 568-7112 ext. 217
<b>Type of assistance: Grant readiness</b>	Application number: 36

### What are the three most important planning issues in your community right now?

Improving condition of Marengo's roads, utilities for areas planned for development, wastewater treatment

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

None (Marengo is in a very rural area of the region)

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

H.U.M. Trail (connecting Marengo to the Village of Union)

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Nick Radcliffe (Assistant City Administrator and main contact), John Koziol (Mayor)

### CMAP endeavors to build the capacity of communities to apply for and manage transportation infrastructure grants. Who currently applies for and manages transportation infrastructure grants at your municipality? (select one)

Village Administrator/City Manager

### Is there a specific infrastructure project or grant opportunity you have in mind?

Yes

### If yes, please give a short description.

Currently have about 5 major projects identified as priorities, mostly related to improving the poor condition of roads (pavement management analysis identified all roads as "red")

### Does your community have a complete streets policy?

No

### If yes, how has your community used this policy?

**How is your community preparing for electric vehicles?**

Hasn't been identified as a priority.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Pavement Data Collection and Pavement Management System Implementation for the City of Marengo (CMAP Pavement Management Program, 2021):

[https://www.cmap.illinois.gov/documents/10180/1112751/Final\\_Report\\_Marengo.pdf/f437ead2-b511-cef6-e2b1-4e3c102ffb95?t=1647636325890](https://www.cmap.illinois.gov/documents/10180/1112751/Final_Report_Marengo.pdf/f437ead2-b511-cef6-e2b1-4e3c102ffb95?t=1647636325890)

City of Marengo Water Master Plan (prepared by HR Green, 2017):

<https://www.cityofmarengo.com/wp-content/uploads/2018/03/3.2017-Water-Master-Plan.pdf>

City of Marengo Sanitary Sewer Master Plan (prepared by HR Green, 2017):

<https://www.cityofmarengo.com/wp-content/uploads/2018/03/3.-2017-Sanitary-Sewer-Master-Plan.pdf>

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

In the previous Call for Projects, the City of Marengo was selected to receive grant readiness assistance (then called the Return On Investment (ROI) program), when no program contribution was required. But events led to assistance being delayed. If grant readiness assistance proceeds, no program contribution will be required.

**How did you find out about the call for projects?**

Contacted by CMAP

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Schiller Park	Address: 4501 N 25th Avenue, Schiller Park, IL 60176
Applicant name: Mitchell Anderson	Title: Zoning, Planning, and Development Coordinator
Email: manderson@schillerparkil.us	Phone number: 847-671-8568
<b>Type of assistance: Grant readiness</b>	Application number: 37

### What are the three most important planning issues in your community right now?

Comprehensive Planning, Corridor Planning, and Transportation Planning

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Schiller Park has a Metra Station along Ruby St, as well as a few Pace bus routes, including the 303 route and the 330 route.

### What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?

None

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Four officials will primarily be involved in the planning process of this project:  
 Mitchell Anderson (myself) - Zoning, Planning, and Development Coordinator  
 Brett Kryska - Village Manager  
 Nick Caiafa - Village President  
 Will Jacobson - Management Analyst/Public Works Department Head

### CMAP endeavors to build the capacity of communities to apply for and manage transportation infrastructure grants. Who currently applies for and manages transportation infrastructure grants at your municipality? (select one)

Planner

### Is there a specific infrastructure project or grant opportunity you have in mind?

Yes

### If yes, please give a short description.

Along Irving Park Road, one of Schiller Park's busiest corridors, the Village is in need of street lights from 25th Avenue to Wehrman Avenue. This will greatly increase the accessibility and walkability in this portion of town. This could also make it safer for

those utilizing the Metra Station or the 303 bus route who need to walk from their home or workplace to the stations along this route.

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

N/A

**How is your community preparing for electric vehicles?**

We have received two business license applications for electric charging stations to enter joint operations with existing gas stations along I-294. This same business and the Village are also in talks about adding charging stations to Village properties, such as Village Hall and the Community Center.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**



Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ, Receiving assistance from CMAP or RTA staff, Meeting with call for projects team to discuss a project

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Ford Heights	Address: 1343 Ellis Avenue Ford Heights, IL 60411`
Applicant name: Charles Griffin	Title: Mayor
Email: charles.griffin@fordheights.org	Phone number: 708-758-3131
<b>Type of assistance: Grant readiness</b>	Application number: 38

**What are the three most important planning issues in your community right now?**

Water infrastructure, Housing, Business development

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

RTA

**What existing greenways and trails are in the study area (e.g. Illinois Prairie Path)?**

None

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Village of Ford Heights staff and elected officials

**CMAP endeavors to build the capacity of communities to apply for and manage transportation infrastructure grants. Who currently applies for and manages transportation infrastructure grants at your municipality? (select one)**

Administrative Staff

**Is there a specific infrastructure project or grant opportunity you have in mind?**

Yes

**If yes, please give a short description.**

Water main, water lines and electronic meters

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**How is your community preparing for electric vehicles?**

N/A

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4



## TECHNICAL ASSISTANCE APPLICATION

Organization: Equiticity	Address: 1956 S Hamlin Ave #3 Chicago, IL 60623
Applicant name: Olatanji Oboi Reed	Title: President & CEO
Email: <a href="mailto:oboi@equiticity.org">oboi@equiticity.org</a>	Phone number: 773-916-6264
<b>Type of assistance: Neighborhood mobility hubs and mobility improvement plans</b>	Application number: 39

### What are the three most important planning issues in your community right now?

Bronzeville enjoys rich history & culture, but like most Black & Brown neighborhoods, it is challenged by disinvestment, unemployment, environmental degradation & related health & safety issues. CMAP observes that “Affordable & accessible transportation for all...regardless of socioeconomic status, race, or ability — creates pathways to economic opportunities & improves quality of life in our region.” The Go Hub’s e-vehicles, e-bikes & other micromobility devices can help create those pathways.

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Equiticity’s The Go Hub Community Mobility Center will be at 51st St & Calumet Ave, serving the neighborhoods of Washington Park & Grand Boulevard within Bronzeville (3rd & 4th Wards). Washington Park stretches from Cottage Grove Ave west to the Dan Ryan Exp & from 51st St south to 63rd. Grand Boulevard stretches from Cottage Grove Ave west to Chicago, Rock Island & Pacific Railroad tracks & from 39th St south to 51st St. Bronzeville runs from S. Cottage Grove Ave & Martin Luther King, Jr. Dr. west to S. LaSalle St & the Dan Ryan Exp & from E. 31st Street south to E. 51st St.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

As reported by Bronzeville Retail Land Use (2013), 8 CTA bus routes serve Bronzeville. There are 3 Metra commuter lines (Rock Island, Electric District & South Shore), with 6 stations. CTA’s Green (5 stations) & Red Lines (3 stations) serve the area, with higher ridership on the Red Line than the Green and (not surprisingly) the highest number of boardings at the Sox-35th-Dan Ryan Red station. Most riders access Metra stations on foot; none of the CTA stations has a parking lot. In other words, “last mile” and shared mobility connections are of particular value in this community.

### Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?

Yes

If yes, will the proposed project:

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

- INVEST SOUTH/WEST: Advancing Equity and Community Goals Two-Year Update:

[https://www.chicago.gov/content/dam/city/sites/invest\\_sw/ISW\\_TwoYear\\_Update\\_Nov17.pdf](https://www.chicago.gov/content/dam/city/sites/invest_sw/ISW_TwoYear_Update_Nov17.pdf)

(builds on 2013 “Retail District Land Use” Plan)

- Engage ISW Bronzeville: <https://www.engageiswbronzeville.com/>

- ISW Bronzeville: Corridor Improvements:

<https://chicagocompletestreets.org/portfolio/isw-bronzeville/>

- Bronzeville Retail District Land Use (2013):

<https://www.cmap.illinois.gov/documents/10180/86173/bronzeville+final+plan+for+web.pdf/ccd11158-8f73-4261-8508-ead5279aaf6c>

**What is the goal of this study / What are you looking to accomplish?**

The Go Hub supports INVEST South/West by reaching beyond Bronzeville’s commercial corridor (Cottage Grove Ave & 43rd & 47th Sts) to offer “last mile” connections at 51st & Calumet. Planning will assess: Perceptions of existing public transit vs. role of private vehicles & ride shares; understanding transportation’s impact on environment & personal wellbeing; knowledge of/receptivity to climate-friendly mobility modes; demand for shared bikes, e-bikes, e-scooters & e-vehicles; feedback on design/implementation of The Go Hub & its services; interest in mobility-driven socialization.

**The RTA strives to advance community empowerment and equitable opportunities for engagement through our program.**

**If selected, do you commit to working with the RTA to ensure all residents have an opportunity to participate during the planning process by compensating them for their time or providing services that support attendance at public events?**

Yes

**Is there any additional information you want us to know?**

The Go Hub: Located at the intersection of 51st Street and Calumet Avenue in Chicago, The Go Hub will serve the Bronzeville neighborhoods of Washington Park and Grand Boulevard, providing a community mobility hub that integrates multimodal mobility solutions into this severely under-invested Chicago community. The Go Hub is conceptualized as a hyperlocal transportation hub. The planning process will ensure that the facility and its programs are specifically and intentionally designed to connect Black and Brown people living in Bronzeville with multiple modes of transportation that are safe, sustainable and active.

The Go Hub looks beyond traditional transportation hubs, offering not only hardware (e-vehicles, e-bikes, e-scooters, charging stations, etc.), but also “software” – programming that addresses the social and cultural factors that influence mobility in Black and Brown communities at the neighborhood level: trauma experienced through police violence, traffic violence, and interpersonal violence. Some software is already in operation: Equitcity’s Community Mobility Rituals -- weekly community bicycle rides,

neighborhood walking tours, group scooter rolls, public transit excursions, and open street festivals – leverage the community power-building necessary to develop both a neighborhood-based, mobility justice advocacy coalition, as well as active programming, such as youth bike teams, adult bicycle clubs, and a variety of mobility-related classes and training opportunities.

About Equiticity: Equiticity is a not-for-profit IRS 501(c)(3) organization dedicated to advancing racial equity leading to improved quality of life for Black, Brown and Indigenous people across the United States. Equiticity advocates for, develops and implements programming that promotes racial equity and racial justice and, critically, increases mobility for racially marginalized people. Equiticity's current portfolio works primarily to expand access to climate-friendly transportation modes and resources for residents of Chicago's low-to-moderate-income neighborhoods, especially North Lawndale and adjacent West Side communities. Our long-term vision contemplates building on our experience in Chicago to develop U.S. cities that serve as models for the rest of the world: midsize-to-large cities where racial equity is integrated by policy and legislation into every function, every department, every service and program, and every resource and budget associated with city operations – and where climate-friendly modes of transportation are no longer the exception, nor the exclusive purview of affluent residents, but emerge as commonplace for people of all races and economic status.

Equiticity was founded in 2017 by President and CEO Olatunji Oboi Reed, who also co-founded and managed Slow Roll Chicago, promoting equitable bicycle usage across Chicago, with respect to race, income or neighborhood. During its first five years, Equiticity operated as program under the fiscal agency of the Black United Fund of Illinois, Inc.™ (BUFI) With help from BUFI staff, Equiticity developed its administrative structure, Board of Directors, initial programming and funding base. In March 2022, Equiticity was granted 501(c)(3) status by the IRS and undertook self-management. Today, Equiticity is governed by an 11-person Board of Directors composed of representatives of local and national organizations and institutions, including Center for Neighborhood Technologies, Illinois Department of Human Services, Main Street America and the Office of the Mayor/City of Chicago.

Community Engagement: Equiticity is well prepared to manage the community engagement component of the planning process, with significant experience in community engagement aimed at developing information that guides policies and programs.

- Liveable Cities Institute (LCI): Equiticity is developing LCI as a comprehensive knowledge repository on development/implementation of liveable cities that improve the lives of racially marginalized people. LCI will focus on study tours, cultural exchanges, collaborative learning and research that can equip city stakeholders – civic and political leadership and residents – with the experience, knowledge and support necessary to more fully understand liveable cities.

- Mobility in and Beyond Communities: Mobility Justice Issues on the South and Southwest Sides of Chicago (2020): This qualitative study examined how transportation unfolds in the lived experience of residents of Chicago's South and Southwest sides. Researchers conducted 11 focus groups and brief surveys with participants at five sites in these communities, exploring transportation availability, barriers and proposed solutions.

- Commuting in Context: Transportation Challenges for Disadvantaged Job Seekers in Chicago (2020): This qualitative study documented the complex web of transportation barriers that make it difficult for disadvantaged job seekers to travel to and retain

employment. The study included focus groups and brief surveys with job seekers and coaches at employment centers on Chicago's South and West Sides.

The Go Hub: Equiticity has already created a pathway for feedback at every stage of design, involving the community in conversations with institutional stakeholders, using in-person meetings and virtual platforms, physical maquettes, BIM models and augmented reality. Local communities already have been engaged in two ways -- through design charrettes and through engagement of seven local organizations and three citywide organizations that pursue missions associated with transportation and community spaces.

Note that on the strength of our research and community engagement experience, Equiticity was recently selected by the ACLU to co-design a citywide community-led process that engages a wide variety of stakeholders to develop a set of 5-10 recommendations regarding CPD's stop and protective pat down practices.

Building Partnerships: Equiticity is ready to lead a planning process in partnership with a strategic planning consultant. The portfolio of mobility/equity programs we offer have been developed and implemented in full partnership with the people and organizations in the neighborhoods they serve. We invite a range of business models and partnerships that allow for equitable outcomes from emerging mobility networks and new transportation technologies. Already, we have built working partnerships with Urban Juncture, , Center for Neighborhood Technology,, Metropolitan Planning Council, and Shared Use Mobility Center,. As we contemplate new projects, we reach out to potential partners to help guide the process from design to implementation. For example, recently we helped recruit and convene a project team to seek capital for The Go Hub, including Gas Technology Institute, Argonne National Laboratory, May Mobility, Chicago Department of Transportation, Chicago Transit Authority, ComEd, Center for Neighborhood Technology, Shared Mobility Inc., Cityway USA Inc. and Mobility Development Partners.

The Case for The Go Hub: Research shows that mobility and opportunity are directly related. CMAP observed that better transportation options create better opportunities for low-income communities, racially marginalized people and people with disabilities. The lengthier commutes experienced by low-income people and racially marginalized people, especially Black commuters, make it "more difficult to access available employment and decrease overall productivity and quality of life... Affordable and accessible transportation for all residents — regardless of socioeconomic status, race, or ability — creates pathways to economic opportunities and improves quality of life in our region."

E-vehicles and e-bikes can help create those pathways. In "Facilitating Low Income Utilization of Electric Vehicles: A Feasibility Study," a 2018 Washington State Department of Transportation study, observed: "...driving electric is one of the cleanest options for vehicle travel. In addition, the cost of "fueling" with electricity is considerably less than the cost of gasoline....so families can save money over time by driving EVs instead of gas-powered cars. Although EVs significantly reduce air and climate pollution and save money, there is unequal access to the technology. There are barriers that make the vehicles less accessible to some drivers, including low-income communities." This study found that while low-income residents in the community had little knowledge of e-vehicles, many would be comfortable with the idea of driving electric vehicles. Thus, researchers recommended targeted education and outreach to low-income communities to enhance their understanding of electric vehicles and their potential benefits.



In March 2022, National Correspondent Bill Keveney wrote in USA TODAY: "Access to electric vehicles for all demographics and incomes is necessary as a matter of fairness and justice.... It also can provide immediate benefits for members of neglected communities, who tend to rack up higher vehicle mileage, the result of longer commutes due to lack of affordable housing near their jobs....In addition, low-income neighborhoods often are located near highways, ports and industrial areas responsible for increased air pollution and concerns about accompanying health risks. That means these are the neighborhoods that could most benefit from cleaner air and other environmental improvements, experts say." Keveney goes on to quote The Greenlining Institute, a not-for-profit pursuing racial justice: "In order for us to transition to a system that has clean transportation options, [you have] to ensure that the people who are impacted first and worst, the communities impacted by poverty and pollution, are the ones at the front of the line when it comes to receiving some of these incentives." From a climate-friendly perspective, improving access to e-bikes could be just as important to fighting climate change arising from emissions as is improving access to e-vehicles. Writing for PeopleforBikes.com (2021), Kimberly Kinchen observed: Transportation is responsible for 37.8% of all carbon emissions in the United States. Just under 60% of that... is generated by passenger [vehicles]. Electrification and clean, renewable power are critical tools to reduce transportation emissions in the long run, but the above figures show that to reduce the worst effects of climate change, we must grow active transportation options that help reduce car trips. .... In 2019, the Transportation Research and Education Center found that if electric bicycle usage increased by 15% across the U.S., we could reduce an estimated 11% of transportation-related CO2 emissions...of every 100 utilitarian miles traveled by electric bicycle (trips made for purposes other than recreation or exercise), 72.4 of those miles would have been traveled by car. In other words, electric bicycles replaced 72.4% of car miles that would have been taken for strictly practical purposes. With effective planning and community engagement, the Go Hub can help close the mobility equity gap identified by researchers, journalists and activists by delivering climate-friendly modes of transportation to limited-income residents of Bronzeville, a community in danger of being left behind by the transportation revolution.

**How did you find out about the call for projects?**

CMAP staff

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff, Meeting with call for projects team to discuss a project

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Central Council of Mayors	Address: 2000 Fifth Ave, Building N
Applicant name: Michael Fricano	Title: Planning Liaison
Email: <a href="mailto:mfricano@westcook.org">mfricano@westcook.org</a>	Phone number: 708-453-9100
<b>Type of assistance: Neighborhood mobility hubs and mobility improvement plans</b>	Application number: 40

**What are the three most important planning issues in your community right now?**

Funding, Staffing, and Implementation

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

Central Council of Mayors

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

Pace, Metra, BNSF, CTA

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

<https://westcook.org/wp-content/uploads/2020/04/FinalCentralCouncilTransportationPlan2020.pdf> -- The Central Council of Mayors is also completing a Transportation Resiliency Plan, and just received an SPR Grant for Complete Streets and Green Infrastructure Planning throughout the Region

**What is the goal of this study / What are you looking to accomplish?**

A comprehensive Electric Vehicle Study for the Central Council of Mayors Region

**The RTA strives to advance community empowerment and equitable opportunities for engagement through our program.**

**If selected, do you commit to working with the RTA to ensure all residents have an opportunity to participate during the planning process by compensating them for their time or providing services that support attendance at public events?**

Yes

**Is there any additional information you want us to know?**

Regional Electric Vehicle Master Planning

Project Scope

The Central Council of Mayors plans to provide a regional, community based approach to planning for electric vehicles (EV). It's understood that our future transportation infrastructure will need to accommodate an increased usage of electric vehicles, and local agencies are already feeling a growing need to accommodate these vehicles in a smart way.

Questions are frequently being raised within each of our member communities:

- How do we plan for this?
- Should we have an EV ordinance addressing infrastructure?
- Should we thinking about charging stations in public lots?
- Should development be required to install charging infrastructure?
- What are other communities doing about this?
- Are we behind?

The purpose of this study will take a look within each community and develop a customized, regional approach towards planning for more electric vehicles on our streets and in our established urban member communities.

We expect the following tasks to be completed as part of this work:

- Conduct a series of in-person meetings with community leadership to identify needs
- Listen to questions and concerns a community may be going through
- Educate each local agency on the impact of electric vehicle planning and considerations
- Identify specific opportunities to implement future EV infrastructure
- Connect different modes of transportation that may allow expansion of EV infrastructure
- Evaluate existing EV local agency guidelines and provide recommendations for communities forward
- Explore draft ordinance and development guidelines to assist communities forward
- Develop a targeted list of projects throughout the Central Council region to plan and position funding for future EV infrastructure.

The final product of this effort will result in a planning document that outlines suggested guidelines for development standards, ordinance suggestions, targeted electric vehicle projects in each community, and future considerations needed to accommodate electric vehicles for residents, visitors, commerce, and fleets.

**How did you find out about the call for projects?**

Planning Liaison

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

3





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Berkeley	Address: 5819 Electric Avenue
Applicant name: Rudy Espiritu	Title: Village Administrator
Email: respiritu@berkeley.il.us	Phone number: 7082342619
<b>Type of assistance: NEXT Program (Plan implementation Assistance)</b>	Application number: 41

### What are the three most important planning issues in your community right now?

Economic Development; Land Use; Bike/Pedestrian-friendly planning

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Please consider this to be a joint application by the Villages of Berkeley and Hillside. This planning process would include our Mayors, Village Boards, Village Staffs and the Prairie Path and Taft Avenue Corridor Plan Steering Committee.

### With the NEXT program, CMAP endeavors to build the capacity of communities to implement existing plans, especially those created by CMAP and the RTA. What is the name of the plan that you would like assistance implementing through the NEXT Program? (open ended with character limit)

Prairie Path and Taft Avenue Corridor Plan that was authored by CMAP in February 2022

### Was the plan adopted by your municipality and codified within an ordinance within the past 5 years?

Yes

### What is the goal of this study / What are you looking to accomplish?

Both communities share parts of the Prairie Path and Taft Avenue, which poses a unique challenge for implementation. Now that the Prairie Path and Taft Avenue Corridor Plan has been adopted by both municipalities, the Villages of Berkeley and Hillside are looking for assistance in carrying out an action plan for implementation. Having CMAP prepare an action plan that would be feasible and adopted by both communities would encourage us to complete the plan together rather than separately. This would be significant in getting both Village Boards to agree to put our financial resources together to carry out the plan jointly in both communities.

### Does your community have a complete streets policy?

No

### If yes, how has your community used this policy?

We don't have a complete streets policy, but would be interested in developing one with CMAP.

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAF strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAF requires a program contribution for technical assistance through CMAF. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAF is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAF publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAF strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAF, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Please consider this to be a joint application by the Villages of Berkeley and Hillside.

**How did you find out about the call for projects?**

CMAF Newsletter

**What resources did you find helpful as you apply for the call?**

Meeting with call for projects team to discuss a project

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of University Park	Address: 44 Town Center Drive
Applicant name: Elizabeth Scott	Title: Village Manager
Email: escott@university-park-il.com	Phone number: (708) 534-6451
<b>Type of assistance: NEXT Program (Plan implementation Assistance)</b>	Application number: 42

**What are the three most important planning issues in your community right now?**

Housing, Transportation, and Parks and Natural Areas

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Village staff and consultants as appropriate.

**With the NEXT program, CMAP endeavors to build the capacity of communities to implement existing plans, especially those created by CMAP and the RTA. What is the name of the plan that you would like assistance implementing through the NEXT Program? (open ended with character limit)**

One Village: Strategic Plan and One Village: Capital Improvement Plan

**Was the plan adopted by your municipality and codified within an ordinance within the past 5 years?**

Yes

**What is the goal of this study / What are you looking to accomplish?**

To advance priority programmatic and capital improvement projects.

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

One Village: Strategic Plan and One Village Capital Improvement Plan - PDFs available upon request



**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Coalition for a Better Chinese American Community	Address: 311 W. 23rd Street, Chicago, IL 60616
Applicant name: Grace Chan McKibben	Title: Executive Director
Email: gracechan@cbcacchicago.org	Phone number: 7734056770
<b>Type of assistance: NEXT Program (Plan implementation Assistance)</b>	Application number: 43

### What are the three most important planning issues in your community right now?

In 2014, during our Vision Plan community discussions and surveys, the top three concerns were safety, cleanliness and sanitation, and transportation. In 2021, CBCAC conducted with DePaul University a Chinatown COVID needs assessment by surveying residents. Safety is still the greatest concern, and health services and cleanliness are second and third. Now in post-COVID recovery mode, informal conversations yield safety, housing, and transportation as top issues.

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Coalition for a Better Chinese American Community (primarily Grace Chan McKibben, Executive Director and Coral Wu, Planning and Partnership Coordinator) will lead the project. CBCAC works with 13 other partner organizations regularly, and we expect them to be part of the planning process. State Representative Theresa Mah as well as Alderman Nicole Lee will also be involved.

### With the NEXT program, CMAP endeavors to build the capacity of communities to implement existing plans, especially those created by CMAP and the RTA. What is the name of the plan that you would like assistance implementing through the NEXT Program? (open ended with character limit)

The 2015 Chinatown Vision Plan, completed together with CMAP, described our vision for key areas including Safety; Transportation, Streets, and Circulation; Residential Communities; Economic Development, Education and Workforce; Parks and Public Spaces, but we have not been able to implement plans in these sub-areas. In 2019, we embarked on a Parking Study with CMAP, but with COVID restrictions in 2020 and 2021, the study was completed but its recommendations were not implemented. We would like to receive assistance in reviewing and updating the parking study in the climate of post-COVID recovery, and also receive help in planning for safety and transportation (including walking and bicycling) as part of a greater livable communities strategy.

### Was the plan adopted by your municipality and codified within an ordinance within the past 5 years?

No

### What is the goal of this study / What are you looking to accomplish?

The goal is to have a concrete plan for building a safe and livable community, with the parking study in mind, but also to have plans and recommendations for improving public transportation and parking, and improving the streets for pedestrians and cyclists.

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More**

**information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

In addition to safety, housing, and transportation, economic development (particularly among small businesses) is often expressed as top concerns. We would like to receive assistance specifically in planning for safety and transportation (including parking, walking, biking, and public transit) but would like to keep housing and economic development in mind as well. This may either be addressed briefly in the NEXT plan project, or in future planning efforts, on which we would like to continue to work with CMAP.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Millington	Address: Po 372, Millington IL 60537
Applicant name: Lenée Kissel	Title: Clerk
Email: leneedoug1231@gmail.com	Phone number: 8156858427
<b>Type of assistance: Pavement Management Plan</b>	Application number: 44

**What are the three most important planning issues in your community right now?**

Roads, sidewalks

**In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:**

A new plan

**Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.**

Each year The mayor and village engineer determine the needs of the roads. As funds alone, road and drainage repairs are made.

**Do you currently maintain and update data in an established pavement management system?**

No

**Do you currently have an engineer on staff?**

No

**Do you currently prioritize pavement maintenance and/or preservation projects?**

Yes

**Do you currently have a recorded history of pavement projects completed?**

Yes

**How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?**

Worst first

**Are your municipal staff interested in paver software training?**

No

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

No

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

No (application will not be considered)

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

None

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

2



## TECHNICAL ASSISTANCE APPLICATION

Organization: Fox Valley Park Distirct	Address: 101 W. Illinois Ave.
Applicant name: John Kramer	Title: Director of Operations
Email: jkramer@fvpd.net	Phone number: 6309664526
<b>Type of assistance: Pavement Management Plan</b>	Application number: 45

### **What are the three most important planning issues in your community right now?**

increasing trail connectivity, aligning constituent amenity requests with available resources and funding, and completing necessary maintenance prioritization based on asset conditions

### **In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:**

An update to an existing plan

### **Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.**

Previous pavement management plan was completed in 2019 and implemented in subsequent years.

### **Do you currently maintain and update data in an established pavement management system?**

Yes

### **Do you currently have an engineer on staff?**

No

### **Do you currently prioritize pavement maintenance and/or preservation projects?**

Yes

### **Do you currently have a recorded history of pavement projects completed?**

Yes

### **How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?**

based on current pavement management plan prioritization based on use.

### **Are your municipal staff interested in paver software training?**

No



**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**  
Build from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

FVPD Pavement Management Plan

<https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:40098203-5f90-3aa7-aff-03beb1ddb0b3>

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: City of Hickory Hills	Address: 8652 W. 95th Street, Hickory Hills, IL. 60457
Applicant name: Susan Lehr	Title: Director of Public Works
Email: slehr@hickoryhillsil.org	Phone number: 708-598-7855
<b>Type of assistance: Pavement Management Plan</b>	Application number: 46

**What are the three most important planning issues in your community right now?**  
Pavement management, Comprehensive Planning, Transportation Safety Planning

**In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:**

An update to an existing plan

**Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.**

In 2018, the City worked with CMAP to implement a pavement management system. The management program has been a great tool for pavement history, to maximize funds and to make better decisions. We now use the pavement condition index to assess current pavement conditions. We have also been able to apply funds more effectively on pavement preservation activities. We have started crack sealing preservation which we have never done before. The City Council members see the benefit of preservation and have been able to increase the roadway budget by 50% to stabilize the City's roadway.

**Do you currently maintain and update data in an established pavement management system?**

Yes

**Do you currently have an engineer on staff?**

Yes

**Do you currently prioritize pavement maintenance and/or preservation projects?**

Yes

**Do you currently have a recorded history of pavement projects completed?**

Yes

**How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?**

PCI index from Paver software, pavement management system

**Are your municipal staff interested in paver software training?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More**

**information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

We are working with CMAP currently on a comprehensive plan that will include pavement management. It has been a great experience so far.

**How did you find out about the call for projects?**

Planning Liaison

**What resources did you find helpful as you apply for the call?**

None

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Lake Villa	Address: 65 Cedar Avenue, Lake Villa, IL 60046
Applicant name: Michael Strong	Title: Village Administrator
Email: mstrong@lake-villa.org	Phone number: 847-356-4075
<b>Type of assistance: Pavement Management Plan</b>	Application number: 47

### What are the three most important planning issues in your community right now?

Street resurfacing planning, bike/pedestrian facility plans, and capital improvement planning/strategy

### In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:

A new plan

### Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.

The Village engages in annual bi-annual street resurfacing. Lake Villa has not prepared a formal five-year pavement management plan, or conducted comprehensive pavement analysis to guide policy spending for resurfacing and maintenance of asphalt streets. Many subdivisions within the Village were constructed around the same time, which has complicated the Village's ability (via resources) to address streets in an objective manner.

### Do you currently maintain and update data in an established pavement management system?

No

### Do you currently have an engineer on staff?

No

### Do you currently prioritize pavement maintenance and/or preservation projects?

Yes

### Do you currently have a recorded history of pavement projects completed?

Yes

How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?

Village staff conducts visual inspections for buckling and cracks within roadways on an annual basis. Staff confers with the Board on recommending streets to be resurfaced based on available financial resources and total roadway miles.

**Are your municipal staff interested in paver software training?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Maple Park	Address: 302 Willow Street, PO Box 220, Maple Park, IL 60151
Applicant name: Darin Girdler	Title: Village Administrator
Email: dgirdler@villageofmaplepark.com	Phone number: 815.827.3309
<b>Type of assistance: Pavement Management Plan</b>	Application number: 48

**What are the three most important planning issues in your community right now?**  
Fiscal resources, capital prioritization and analysis.

**In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:**

A new plan

**Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.**

Most have been on an as needed or worst first basis.

**Do you currently maintain and update data in an established pavement management system?**

No

**Do you currently have an engineer on staff?**

No

**Do you currently prioritize pavement maintenance and/or preservation projects?**

Yes

**Do you currently have a recorded history of pavement projects completed?**

Yes

**How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?**

Worsts first.

**Are your municipal staff interested in paver software training?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Maple Park is a small operation and any assistance we can gather is valuable.

**How did you find out about the call for projects?**

Email from CMAP

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of South Holland	Address: 16226 Wausau Ave, South Holland, IL 60473
Applicant name: Michael Cramer	Title: Director of Public Works
Email: mcramer@southholland.org	Phone number: 708-210-2932
<b>Type of assistance: Pavement Management Plan</b>	Application number: 49

**What are the three most important planning issues in your community right now?**  
Road surface improvements, Sidewalk improvements, biking and walking projects.

**In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:**

An update to an existing plan

**Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.**

The Village completed a comprehensive pavement evaluation in 2003 and updated in 2019, which included updating the Village's pavement management system to facilitate management of the Villages roadway network. Performing a comprehensive, semi-automated pavement condition survey to assess existing conditions, and evaluating a multi-year pavement MR&R funding scenarios to estimate their impacts on the overall condition of the Village's roadway pavement network. The Village would like to continue these efforts and update the pavement condition on a 5-10 year basis.

**Do you currently maintain and update data in an established pavement management system?**

Yes

**Do you currently have an engineer on staff?**

Yes

**Do you currently prioritize pavement maintenance and/or preservation projects?**

Yes

**Do you currently have a recorded history of pavement projects completed?**

Yes

**How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?**

The Village has typically prioritizes local road improvements on a worst first basis, which is typically driven by available funding for a given FY. The Village has also selected streets in need of water main/sewer replacement as candidates for roadway improvement to help coordinate these improvement projects. The Village also actively pursues Federal Aid grants thru CMAP for eligible FAU routes within the Village to help fund necessary roadway improvements.

**Are your municipal staff interested in paver software training?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Be an update to one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

2019 Pavement Management Plan - you can save to a file share, or use this link...

<https://reltd->

[my.sharepoint.com/:b:/p/jhilsen/EUD7AIGvabZHR5HPHYiHyIYB30befBVss\\_SddBevYFbiDQ?e=uiZOhk](https://reltd-my.sharepoint.com/:b:/p/jhilsen/EUD7AIGvabZHR5HPHYiHyIYB30befBVss_SddBevYFbiDQ?e=uiZOhk)

Village Comprehensive Plan (Prepared by CMAP)

[https://www.southholland.org/departments/community\\_development/planning\\_and\\_zoning/village\\_comprehensive\\_plan.php](https://www.southholland.org/departments/community_development/planning_and_zoning/village_comprehensive_plan.php)

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4



## TECHNICAL ASSISTANCE APPLICATION

Organization: Wilmington City Hall	Address: 1165 S Water Street, Wilmington IL 60481
Applicant name: Jeannine Smith	Title: City Administrator
Email: jsmith@wilmington-il.com	Phone number: 8154762175
<b>Type of assistance: Pavement Management Plan</b>	Application number: 50

**What are the three most important planning issues in your community right now?**  
Comprehensive Plan, Parks and Open Space, Downtown

**In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:**

A new plan

**Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.**

We have recently completed a road condition database on GIS through our consultant engineering firm and are in the process of completing a CIP

**Do you currently maintain and update data in an established pavement management system?**

Yes

**Do you currently have an engineer on staff?**

No

**Do you currently prioritize pavement maintenance and/or preservation projects?**

Yes

**Do you currently have a recorded history of pavement projects completed?**

Yes

**How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?**

Worst and most utilized first

**Are your municipal staff interested in paver software training?**

No

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

Implement a recommendation from one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

Comprehensive Plan: <https://www.wilmington-il.com/s/Wilmington-Comprehensive-Plan-2008-yfbd.pdf> and Downtown Plan: <https://www.wilmington-il.com/s/WILMINGTON-PLAN-FINAL-lowresolution.pdf>

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**



**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Application Links

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Newark	Address: 52 Wheeler Road, Sugar Grove, Illinois 60554-9595
Applicant name: John Whitehouse	Title: Village Engineer
Email: jwhitehouse@eeiweb.com	Phone number: 6304666717
<b>Type of assistance: Pavement Management Plan</b>	Application number: 51

**What are the three most important planning issues in your community right now?**  
Deteriorating roads, aging water distribution system, and Capital Improvement Planning for long term financial stability

**In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:**  
A new plan

**Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.**

No previous management plans. Management has been through visual review of pavement condition by Public Works Director and use of MFT funds in every other year and General Funds in other years if available.

**Do you currently maintain and update data in an established pavement management system?**  
No

**Do you currently have an engineer on staff?**  
Yes

**Do you currently prioritize pavement maintenance and/or preservation projects?**  
Yes

**Do you currently have a recorded history of pavement projects completed?**  
Yes

**How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?**  
Worst First

**Are your municipal staff interested in paver software training?**  
Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

As with all small communities in CMAP's planning area, Newark is experiencing difficulties in making revenues stretch to meet all of its needs. Roads are the most visible of needs and we feel local technical assistance with a Pavement Management

Plan will greatly assist the Village in utilizing its available funds in the most efficient and resilient manner for all residents.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Personal past experience with CMAP's LTA program in the Village of Burlington.

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Diamond	Address: 1750 E. Division St., Diamond, IL 60416
Applicant name: Teresa Kernc	Title: Mayor
Email: mayor@villageofdiamond.org	Phone number: 815/634-8149
<b>Type of assistance: Pavement Management Plan</b>	Application number: 52

**What are the three most important planning issues in your community right now?**

Pavement Management Plan, Municipal Storm Water Management Plan, Comprehensive Plan Update

**In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:**

A new plan

**Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.**

Currently we address reactively, we desire to transition to a proactive approach to increase safety and sustainability and provide residents improved quality of life.

**Do you currently maintain and update data in an established pavement management system?**

No

**Do you currently have an engineer on staff?**

No

**Do you currently prioritize pavement maintenance and/or preservation projects?**

Yes

**Do you currently have a recorded history of pavement projects completed?**

Yes

**How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?**

worst first

**Are your municipal staff interested in paver software training?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Thank you for considering our application.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Web Page FAQ, Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: City of Berwyn	Address: 6700 26th Street, Berwyn, IL 60402
Applicant name: Nicole Campbell	Title: Senior Engineer
Email: ncampbell@ci.berwyn.il.us	Phone number: 708-788-2660 x6473
<b>Type of assistance: Pavement Management Plan</b>	Application number: 53

**What are the three most important planning issues in your community right now?**

Transit connections, flooding mitigation and pavement management

**In every pavement management plan, CMAP endeavors to find the most cost-effective way to address pavement needs and achieve pavement condition targets. Are you seeking assistance with:**

An update to an existing plan

**Please describe previous pavement management activities that you have undertaken in the past. Describe any actions you have taken to implement previous pavement management plans in your community and whether your efforts were successful or not.**

The City has completed a previous pavement management plan and is working towards implementing those recommendations but streets are failing quicker than anticipated.

**Do you currently maintain and update data in an established pavement management system?**

Yes

**Do you currently have an engineer on staff?**

Yes

**Do you currently prioritize pavement maintenance and/or preservation projects?**

Yes

**Do you currently have a recorded history of pavement projects completed?**

Yes

**How are roadway improvement projects prioritized (for example, worst first, minimize lifecycle cost (pavement/asset management system), advisory board selection, or other approach)?**

The City has a steering committee that evaluated projects as part of the Capital Improvement Plan developed under CMAP.

**Are your municipal staff interested in paver software training?**

Yes



**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

Yes

**If yes, will the proposed project:**

Be an update to one of the existing plans

**If so, please list the name of the plan(s) here and provide a link:**

2020 State of the Street: <https://www.berwyn-il.gov/home/showpublisheddocument/650/637841016977470000>

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Roadway pavement is failing at a quicker rate than was originally anticipated, assistance in understanding why and how to address this issue is needed.

**How did you find out about the call for projects?**

CMAP Newsletter

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Indian Head Park	Address: 201 Acacia Drive
Applicant name: Andy Ferrini	Title: Assistant Village Administrator
Email: <a href="mailto:aferrini@indianheadpark-il.gov">aferrini@indianheadpark-il.gov</a>	Phone number: 7082463080
<b>Type of assistance: Special financing districts</b>	Application number: 54

### What are the three most important planning issues in your community right now?

Pedestrian Accessibility, Economic Development, Green Infrastructure

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

This section of town is located at the Wolf Road and Joliet Road intersection in Indian Head Park, 60525 IL. The boundaries would be Wolf Road to the East, Joliet Road to the North, and I-294 to the South and West.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

None

### Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?

#### If yes, will the proposed project:

#### If so, please list the name of the plan(s) here and provide a link:

There a Planned Unit Development plan but no special financing plan/study. That is what we are looking for assistance with. Here is a link to the PUD plan

<https://www.indianheadpark-il.gov/DocumentCenter/View/950/Draft-Version-06-05-2018>

### What is the goal of this study / What are you looking to accomplish?

The goal is to determine whether a Business Improvement District, or other special financing district could be used to effectively improve the area which has had vacancies for many years.

**The RTA strives to advance community empowerment and equitable opportunities for engagement through our program.**

### If selected, do you commit to working with the RTA to ensure all residents have an opportunity to participate during the planning process by compensating them for their time or providing services that support attendance at public events?

Yes

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

CMAP Newsletter

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: City of Geneva	Address: 22 S. First Street, Geneva, IL 60134
Applicant name: David DeGroot	Title: Director of Community Development
Email: <a href="mailto:ddegroot@geneva.il.us">ddegroot@geneva.il.us</a>	Phone number: 630-232-0814
<b>Type of assistance: Special financing districts</b>	Application number: 55

### What are the three most important planning issues in your community right now?

Housing diversity and affordability. Costs to rehabilitate historic buildings for contemporary commercial uses.

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Downtown Geneva - as identified in the Downtown Station-Area Master Plan

[https://www.geneva.il.us/DocumentCenter/View/186/Downtown\\_Station-](https://www.geneva.il.us/DocumentCenter/View/186/Downtown_Station-Area_Master_Plan_2013_Amendment?bidId=)

[Area\\_Master\\_Plan\\_2013\\_Amendment?bidId=](https://www.geneva.il.us/DocumentCenter/View/186/Downtown_Station-Area_Master_Plan_2013_Amendment?bidId=)

Special Service Area 1 - one block north and south of W State Street and one block east and west of S 3rd St, as shown on the following map

[https://www.geneva.il.us/DocumentCenter/View/1838/SSAMap\\_](https://www.geneva.il.us/DocumentCenter/View/1838/SSAMap_2016?bidId=)

[2016?bidId=](https://www.geneva.il.us/DocumentCenter/View/1838/SSAMap_2016?bidId=)

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Geneva Metra Station

Pace Bus Routes 801, 592, 802, 596

### Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?

If yes, will the proposed project:

If so, please list the name of the plan(s) here and provide a link:

Downtown Station-Area Master Plan

[https://www.geneva.il.us/DocumentCenter/View/186/Downtown\\_Station-](https://www.geneva.il.us/DocumentCenter/View/186/Downtown_Station-Area_Master_Plan_2013_Amendment?bidId=)

[Area\\_Master\\_Plan\\_2013\\_Amendment?bidId=](https://www.geneva.il.us/DocumentCenter/View/186/Downtown_Station-Area_Master_Plan_2013_Amendment?bidId=)

Strategic Plan - Geneva 2025

<https://www.geneva.il.us/ArchiveCenter/ViewFile/Item/1729>

### What is the goal of this study / What are you looking to accomplish?

Assistance with establishing a special funding district to implement recommendations contained in the Downtown Station-Area Master Plan the Strategic Plan.

Recommendations requiring a funding source include: developing a downtown

wayfinding signage system; planning for the conversion of a public street into a "Festival Activated Right-of-Way" for pedestrian use during special events; preparing a streetscape enhancement plan; marketing and promoting businesses; and creating a historic building grant program for major renovation projects.

**The RTA strives to advance community empowerment and equitable opportunities for engagement through our program.**

**If selected, do you commit to working with the RTA to ensure all residents have an opportunity to participate during the planning process by compensating them for their time or providing services that support attendance at public events?**

Yes

**Is there any additional information you want us to know?**

The existing SSA 1 is limited in the revenue it generates and the services it provides. It is also set to expire next year. The City is interested in either extending and expanding the scope of the SSA and/or creating another funding source to implement the recommendations of the City's adopted plans.

**How did you find out about the call for projects?**

Call and email from RTA Planner Alex Waltz

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of University Park	Address: 44 Towncenter Drive
Applicant name: Elizabeth Scott	Title: Village Manager
Email: <a href="mailto:escott@university-park-il.us">escott@university-park-il.us</a>	Phone number: 708-654-6237
<b>Type of assistance: Special financing districts</b>	Application number: 56

**What are the three most important planning issues in your community right now?**

Housing, Transportation, Parks and Natural Areas

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

TOD Area

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

Metra Electric Station

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

Village of University Park TOD Plan - <https://rta-university-park-tod-scb625.hub.arcgis.com/>

**What is the goal of this study / What are you looking to accomplish?**

Develop the current TOD area surrounding the Metra Station into an active mixed-use district improving mobility, access to goods and services, and high quality attainable housing.

**The RTA strives to advance community empowerment and equitable opportunities for engagement through our program.**

**If selected, do you commit to working with the RTA to ensure all residents have an opportunity to participate during the planning process by compensating them for their time or providing services that support attendance at public events?**

Yes

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Caviar Czar	Address: 8357 s Constance Ave
Applicant name: Dorian Harkins	Title: CEO
Email: <a href="mailto:mrharkins@outlook.com">mrharkins@outlook.com</a>	Phone number: 3129677414
<b>Type of assistance: Special financing districts</b>	Application number: 57

**What are the three most important planning issues in your community right now?**

Transportation budgeting, City, etc

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

Downtown, Hyde Park, Chinatown to the lake

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

Bus, The L, Divy,, Pace

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**What is the goal of this study / What are you looking to accomplish?**

Freedom through transit

**The RTA strives to advance community empowerment and equitable opportunities for engagement through our program.**

**If selected, do you commit to working with the RTA to ensure all residents have an opportunity to participate during the planning process by compensating them for their time or providing services that support attendance at public events?**

Yes

**Is there any additional information you want us to know?**

I'm thinking from a broad perspective I'm willing to give my all for the cause of good.

**How did you find out about the call for projects?**

Linkedin

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ, Receiving assistance from CMAP or RTA staff,  
Meeting with call for projects team to discuss a project

**How difficult was it to fill out this application? (select one) Very difficult,  
somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Evergreen Park	Address: 9418 S. Kedzie Ave. Evergreen Park, IL 60805
Applicant name: Kelly Burke	Title: Mayor
Email: kburke@evpkadm.org	Phone number: 708-422-1551
<b>Type of assistance: Transportation safety planning</b>	Application number: 58

**What are the three most important planning issues in your community right now?**

Roads safety, sewer & water infrastructure, road repaving/rebuilding,

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

Village limits; 87th St. to 103rd St. and Western Ave. to Pulaski Rd.

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

Bus routes on 87th St., 95th St., 103rd St., Western Ave., Kedzie Ave. Pulaski Rd.

**What existing greenways and trails are in the study area (e.g. Illinois prairie path)**

None

**Does the proposed study area span multiple jurisdictions?**

No

**If yes, which jurisdictions?**

**If no, would you be open to a partnership on this project with adjacent municipalities?**

Yes

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Mayor, village engineer, public works director, and various staff, village's Traffic Safety Commission (5 members who are village residents)

**In every transportation safety plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, safe access to transit by all modes, as well as identify, design, and prioritize safety improvements that can manage speeding and reduce vehicle crashes. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Identify strategies for pedestrian, bicycle, and ADA complaint crossings, Redesign problematic intersections, Identify and propose solutions for gaps in the bicycle network

**What is the goal of this study / What are you looking to accomplish?**

To make use of the roads and right of ways for pedestrians and bicyclists safer; increase safety for all users of the public roads and sidewalks, make connecting to bus routes more convenient and safer, expand access and connections to key institutions in the Village, such as schools, parks, and Little Company of Mary Hospital. We would like CMAP's help in gathering data, analyzing problem areas or intersections, identifying strategies and infrastructure that can help increase safety for pedestrians and bicyclists, and implementing a plan.

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Yes

**If yes, please describe:**

Although the Village is in cohort 2, we have low-mod income census tracts. CMAP's community data snapshot shows that 27% of our residents are Black and 15.6% are Hispanic. 12.8% of residents speak Spanish or another language other than English at home.

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**Are there existing projects within the study area that might affect traffic, mobility, safety? (e.g. transportation or mobility studies, redevelopment plans/projects, road re/construction projects, storm water management, economic development plans, etc.)**

Yes

**If yes, please identify them.**

1) A residential road rebuilding project is now in process for a section of the village, including installation of ADA sidewalks; 2) resurfacing of 99th St. from Western to California and installation of ADA compliant sidewalks will occur in mid-2023; and 3) installation of a sidewalk on 91st St. from Western to Rockwell (none exists now) with an expected completion in mid-2024.

**Are there any current bicycle or pedestrian focused initiatives happening in your community?**

Yes

**If yes, please describe them.**

In addition to the road/sidewalk project detailed above, the Village instituted a public service campaign in 2022 to nudge residents and other motorists to #SlowDownEP. We have partnered with AAA and the schools to install signs and amplify the #SlowDownEP message - reducing vehicle speed and stopping at all stop signs will keep pedestrians and bicyclists safe. We coupled that with enforcement efforts focused around schools and parks. We also purchased 2 new speed wagons that can be moved around the Village to deter speeding. Finally, we implemented a pilot traffic calming project at a park where many residents had complained about speeders. As our 2023 budget discussions get underway, we are considering purchasing numerous

solar speed signs that can be affixed to existing poles in congested or sensitive areas to remind motorists to #SlowDownEP.

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not, why? (choose all that apply)**

**Are you able to provide CMAP staff with local crash reports?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach**

**activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Planning Liaison

**What resources did you find helpful as you apply for the call?**

Instructional Videos, Web Page FAQ, Meeting with call for projects team to discuss a project

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Deer Park	Address: 23680 W Cuba Road, Deer Park IL 60010
Applicant name: Beth McAndrews	Title: Village Administrator
Email: bmcandrews@vodp.net	Phone number: 8477261648
<b>Type of assistance: Transportation safety planning</b>	Application number: 59

**What are the three most important planning issues in your community right now?**

Bike & Pedestrian Safety

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

Cuba Road between Deerpath Rd and Sylvander Dr

Ela Road between Lake Cook and Cuba Road

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

None

**What existing greenways and trails are in the study area (e.g. Illinois prairie path)**

Quentin Road Bike Path

**Does the proposed study area span multiple jurisdictions?**

No

**If yes, which jurisdictions?**

**If no, would you be open to a partnership on this project with adjacent municipalities?**

Yes

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Village President - Greg Rusteberg

Village Administrator - Beth McAndrews

Village Engineer - Mike Burke with Christopher B. Burke Engineering

**In every transportation safety plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, safe access to transit by all modes, as well as identify, design, and prioritize safety improvements that can manage speeding and reduce vehicle crashes. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Redesign problematic intersections, Identify and propose solutions for gaps in the bicycle network, Identify priority corridors for 'complete streets' improvements which support safe use by all modes

**What is the goal of this study / What are you looking to accomplish?**

To create a plan that can be implemented that will provide safe Bike & Pedestrian access that does not currently exist on Cuba & Ela Roads.

Currently both roads offer no space or consideration for safe biking, walking and intersection crossings. Our neighborhoods along these roads have no means for safe bike and pedestrian access to schools, forest preserves, Cuba Marsh and essential and retail businesses.

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

No

**If yes, please describe:**

**Does your community have a complete streets policy?**

Yes

**If yes, how has your community used this policy?**

**Are there existing projects within the study area that might affect traffic, mobility, safety? (e.g. transportation or mobility studies, redevelopment plans/projects, road re/construction projects, storm water management, economic development plans, etc.)**

No

**If yes, please identify them.**

**Are there any current bicycle or pedestrian focused initiatives happening in your community?**

Yes

**If yes, please describe them.**

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not, why? (choose all that apply)**

**Are you able to provide CMAP staff with local crash reports?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**



**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Deer Park is one of the few municipalities in Illinois that does not assess a property tax; therefore, we manage with limited resources and staff. We would greatly appreciate CMAP's assistance with creating a Safety Bike and Pedestrian Plan that the Village will advocate for its implementation with any resources that become available.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Greater Ashburn Development Association	Address: 9449 S. Kedzie 227 - Evergreen Park, IL 60805
Applicant name: Shaun R. Pinkston	Title: Executive Director
Email: Soldonashburn@gmail.com	Phone number: 7734570994
<b>Type of assistance: Transportation safety planning</b>	Application number: 60

**What are the three most important planning issues in your community right now?**

Quality of Life Safety - Traffic, Entertainment Destinations, Dining Options

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

83rd St/Kedzie - 83rd Street/St. Louis

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

Metra & Freight Rail Stations & Bus Routes

**What existing greenways and trails are in the study area (e.g. Illinois prairie path)**

None

**Does the proposed study area span multiple jurisdictions?**

No

**If yes, which jurisdictions?**

**If no, would you be open to a partnership on this project with adjacent municipalities?**

Yes

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Alderman Derrick Curtis

**In every transportation safety plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, safe access to transit by all modes, as well as identify, design, and prioritize safety improvements that can manage speeding and reduce vehicle crashes. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Redesign problematic intersections

**What is the goal of this study / What are you looking to accomplish?**

Designing and prioritizing a safety improvement that can manage speeding and reduce vehicle crashes often plaguing this intersection. It is time to have something done

before someone is killed. This intersection is bookended by 2 schools & a church. Several children walk to/from school, crossing in this area. Many residents walk to/from the train daily, crossing in this area. Children play carelessly as they should be able to in & near this area. Vehicles often blow through the stop sign, causing crashes & injuries.

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Yes

**If yes, please describe:**

Both. The area is inhabited predominantly by African Americans, and is increasing with Hispanics, many of which who do not speak English.

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

We are in the organizational phase of creating a CSP.

**Are there existing projects within the study area that might affect traffic, mobility, safety? (e.g. transportation or mobility studies, redevelopment plans/projects, road re/construction projects, storm water management, economic development plans, etc.)**

No

**If yes, please identify them.**

**Are there any current bicycle or pedestrian focused initiatives happening in your community?**

No

**If yes, please describe them.**

We NEED a bicycle plan. An 11 year old was recently killed on his bike in our community.

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

No

**If not, why? (choose all that apply)**

We do not have a bicycle plan/infrastructure.

**Are you able to provide CMAP staff with local crash reports?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

NA, none in decades, outside of new bus station seating.

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

Not at this time

**How did you find out about the call for projects?**

CMAP Newsletter

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy 5**



## TECHNICAL ASSISTANCE APPLICATION

Organization: City of Rolling Meadows	Address: 3900 Berdnick Dr.
Applicant name: Aaron Grosskopf	Title: Director of Public Works
Email: grosskopfa@cityrm.org	Phone number: 847-870-2884
<b>Type of assistance: Transportation safety planning</b>	Application number: 61

### What are the three most important planning issues in your community right now?

Incentive Programs, Arlington Park Development Potential, Transportation Safety

### Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.

Kitchoff Road Corridor Between Rohlwing Road and South Wilke Road

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

Bus Services,

### What existing greenways and trails are in the study area (e.g. Illinois prairie path)

Kimball Hill Park, Rolling Meadows Park District Bike Path

### Does the proposed study area span multiple jurisdictions?

No

### If yes, which jurisdictions?

### If no, would you be open to a partnership on this project with adjacent municipalities?

Yes

### Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?

Rolling Meadows Park District, Community Development Department, City Manager, Director of Community Development, Finance Director, Public Works Director

### In every transportation safety plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, safe access to transit by all modes, as well as identify, design, and prioritize safety improvements that can manage speeding and reduce vehicle crashes. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)

Identify strategies for pedestrian, bicycle, and ADA complaint crossings, Redesign problematic intersections, Identify and propose solutions for gaps in the bicycle network

### What is the goal of this study / What are you looking to accomplish?

Evaluate Transportation Safety along Kirchoff Corridor with the hope of making it into Downtown District with potential Arlington Park Development.

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

No

**If yes, please describe:**

**Does your community have a complete streets policy?**

Yes

**If yes, how has your community used this policy?**

The policies direct transportation planners and engineers to consistently design and construct the right-of-way to accommodate pedestrians, bicyclists, and public transportation users in addition to auto and truck motorists. Many local communities have already adopted Complete Streets Policies and are constructing projects that meet the program's objectives. Not having a Complete Streets policy will put STP applications in communities without policies at a competitive disadvantage compared to those who do have policies.

**Are there existing projects within the study area that might affect traffic, mobility, safety? (e.g. transportation or mobility studies, redevelopment plans/projects, road re/construction projects, storm water management, economic development plans, etc.)**

No

**If yes, please identify them.**

**Are there any current bicycle or pedestrian focused initiatives happening in your community?**

Yes

**If yes, please describe them.**

One ITEP Project for expanding bike path, Two ITEP projects recently applied for that focuses on Bike Path Connections and Extensions. With support of Rolling Meadows Park District,

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not, why? (choose all that apply)**

**Are you able to provide CMAP staff with local crash reports?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

Yes

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Instructional Videos

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy 5**





## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Lincolnwood	Address: 6900 N. Lincoln Avenue, Lincolnwood, IL 60712
Applicant name: Scott Mangum	Title: Community Development Director
Email: smangum@lwd.org	Phone number: 8477454710
<b>Type of assistance: Transportation safety planning</b>	Application number: 62

**What are the three most important planning issues in your community right now?**  
Redevelopment of Lincolnwood Town Center Mall; Retention of Sales Tax generating uses; and Creation of a Downtown/Entertainment District

**Provide the proposed study area boundaries for your project using streets, geographic features, jurisdictional boundaries, etc.**

The transportation corridor along the North Shore Channel Trail/McCormick Boulevard from Devon Avenue to Touhy Avenue in Lincolnwood and to Green Bay Road as a northern terminus.

**What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?**

The following bus routes intersect the corridor (11, 82, 96, 97, 155, 206, 208, 213, 215, 250) and the UP-N (Central Street) is adjacent.

**What existing greenways and trails are in the study area (e.g. Illinois prairie path)**  
North Shore Channel Trail

**Does the proposed study area span multiple jurisdictions?**

Yes

**If yes, which jurisdictions?**

City of Chicago, Village of Lincolnwood, Village of Skokie, City of Evanston

**If no, would you be open to a partnership on this project with adjacent municipalities?**

**Please identify any community organizations, staff, and/or elected officials that will be involved in the planning process?**

Planning and Engineering staff from all municipalities, in addition to representatives from IDOT, MWRD, US Army Corps, bike advocacy groups and various elected officials.

**In every transportation safety plan, CMAP endeavors to increase bicycle and pedestrian safety, ADA accessibility, safe access to transit by all modes, as well as identify, design, and prioritize safety improvements that can manage speeding**

**and reduce vehicle crashes. In addition to those outcomes, what are the priority goals you would like the plan to address? (choose up to three)**

Identify strategies for pedestrian, bicycle, and ADA complaint crossings, Redesign problematic intersections, Explore possibility of under bridge crossings of intersections

**What is the goal of this study / What are you looking to accomplish?**

Identify options to improve the safety of all users of this 5-mile stretch of the multi-modal North Shore Channel Trail/McCormick Boulevard, including the possible elimination of at-grade crossings which do not exist to the south of the study area on the North Shore Channel Trail.

**Does the proposed project benefit groups that have been historically disadvantaged groups or residents with limited proficiency in English?**

Yes

**If yes, please describe:**

The roughly 5-mile corridor connects the City of Chicago to the City of Evanston and is densely populated with a diverse group of residents, including groups that have been historically disadvantaged and residents with limited proficiency in English.

**Does your community have a complete streets policy?**

No

**If yes, how has your community used this policy?**

**Are there existing projects within the study area that might affect traffic, mobility, safety? (e.g. transportation or mobility studies, redevelopment plans/projects, road re/construction projects, storm water management, economic development plans, etc.)**

Yes

**If yes, please identify them.**

Trail replacement from Devon to Touhy and erosion control on the embankment of the North Shore Channel Trail is anticipated in 2024, if funded. Redevelopment of the Lincolnwood Town Center Mall is probable in coming years. Dense mixed-use development is contemplated in the adopted Concept Plan (2022).

**Are there any current bicycle or pedestrian focused initiatives happening in your community?**

Yes

**If yes, please describe them.**

Phase I Study of concrete-barrier protected bike lanes on Pratt Avenue has been completed (Invest in Cook) and Phase I Study of bike/pedestrian bridge over the North Shore Channel at Pratt Avenue has been initiated (Invest in Cook).

**Is your existing bicycle and/or pedestrian infrastructure used by the community?**

Yes

**If not, why? (choose all that apply)**

**Are you able to provide CMAP staff with local crash reports?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

No

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

No

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

Yes

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

Yes

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

Agree

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

CMAP Newsletter

**What resources did you find helpful as you apply for the call?**

Web Page FAQ

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

4



## TECHNICAL ASSISTANCE APPLICATION

Organization: City of Joliet	Address: 150 W. Jefferson Street, Joliet, IL 60432
Applicant name: Jayne Bernhard	Title: City Planner
Email: <a href="mailto:jbernhard@joliet.gov">jbernhard@joliet.gov</a>	Phone number: 8157244052
<b>Type of assistance: Transit-Oriented Development (TOD) plans</b>	Application number: 63

### What are the three most important planning issues in your community right now?

1. Lack of rental apartment opportunities. 2. Sustaining downtown revitalization. 3. Truck traffic management.

### Provide the boundaries of the proposed study area for your project. Include identifiable information like street names, geographic features, jurisdictional information, etc.

The study area is adjacent to the Gateway Center intermodal transportation campus. It consists of 6.2-acres of mostly vacant land and is bounded to the north by Washington Street, to the south by Marion Street, and to the east by York Avenue. The eastern edge of the study area is the western property line of properties along Eastern Avenue. The Rock Island Metra line also runs along the study area's northern boundary. The City owns approximately 90% of the proposed project area. The RTA owns 8% (a commuter lot that the City manages), and the remaining 1% is a single-family lot.

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

The study area includes the Joliet Gateway Center intermodal transportation campus. The campus includes a Bus Terminal Building at which all 11 Joliet area Pace bus routes stop and the Train Station, a two-story 10,000 square foot state-of-the-art facility with Metra and Amtrak offices. Metra runs twenty-five outbound trains and twenty-five inbound trains per weekday on its Heritage Corridor and Rock Island lines. Amtrak also makes five southbound and five northbound daily stops as part of its service.

### Have there been any long-range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?

No

If yes, will the proposed project:

If yes, please list the name of the plan(s) here and provide a link:

What is the goal of this study / What are you looking to accomplish?

1. Create rental housing opportunities not currently available in the downtown. 2. Create housing opportunities adjacent to public transportation routes and hubs. 3. Increase ridership on existing public transportation routes. 4. Spur new investment in the adjacent neighborhood, including underutilized commercial buildings on Washington Street. 5. Utilize existing city-owned parking lots for shared parking opportunities 6. Transition publicly owned land into the private sector to generate property tax revenues. 7. Increase and stabilize property values in the immediate area.

**The RTA strives to advance community empowerment and equitable opportunities for engagement through our program. If selected, do you commit to working with the RTA to ensure all residents have an opportunity to participate during the planning process by compensating them for their time or providing services that support attendance at public events?**

Yes

**Is there any additional information you want us to know?**

The City acquired parcels in the study area as part of its commitment to IDOT to enable high-speed rail (HSR) through Joliet. It is understood that the northernmost properties in this study area will need to be available for this potential HSR alignment. In addition, as part of this HSR project and the Gateway Center Transportation Campus project, the City installed fiber conduits down York Avenue and Washington Street for future development opportunities. The City also hopes to use this TOD study as an opportunity to explore the re-utilization of a nearby 55,000 sf Pace bus facility at 9 Osgood Street that will be vacated in the near future.

The City continues to implement its 2015 Downtown Joliet Plan. This Plan identified a need for more downtown housing opportunities, specifically rental. The City identified this site as a potential TOD housing site in 2019, but the pandemic delayed redevelopment action. In addition, the City is under contract to create a vibrant urban park, "City Square," in the heart of downtown, within walking distance of the proposed TOD site. The creation of this park was a recommendation of the 2015 Plan. Finally, the City of Joliet intends to embark on an exciting city-wide Comprehensive Plan project in early 2023, having just released the RFQ.

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**

Receiving assistance from CMAP or RTA staff

**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5



## TECHNICAL ASSISTANCE APPLICATION

Organization: Village of Westchester	Address: 10300 W. Roosevelt Road
Applicant name: Jim Novosel	Title: Community Development Director
Email: <a href="mailto:jnovosel@westchester-il.org">jnovosel@westchester-il.org</a>	Phone number: (708) 223-3052
<b>Type of assistance: Transit-Oriented Development (TOD) zoning code updates</b>	Application number: 64

### What are the three most important planning issues in your community right now?

Need for an updated comprehensive plan. Possible biking path in the Village. Possible zoning map updates.

### Provide the boundaries of the proposed study area for your project. Include identifiable information like street names, geographic features, jurisdictional information, etc.

Village of Westchester

### What existing public transit services are in the study area (e.g. rail stations, bus routes, etc.)?

PACE Route 317

### Do you have zoning that supports your vision for current and future land uses?

No

### Have there been any long-range plans (i.e. Comprehensive Plan, TOD Plan, Land Use Plan, Transportation Plan, etc.) that identifies the need to update the zoning code in the study area?

No

### If so, please list the name of the plan(s) here and provide a link:

Comprehensive Plan adopted in 2014 is in need of an update.

### What is the goal of this study / What are you looking to accomplish?

Create a new comprehensive plan, update zoning code/fix problem areas in zoning map.

**The RTA strives to advance community empowerment and equitable opportunities for engagement through our program. If selected, do you commit to working with the RTA to ensure all residents have an opportunity to participate during the planning process by compensating them for their time or providing services that support attendance at public events?**

Yes

**Have there been any long range plans (i.e. comprehensive plan, bicycle pedestrian plan, land use plan, transportation plan, etc.) created within the last five years that include the proposed study area?**

**If yes, will the proposed project:**

**If so, please list the name of the plan(s) here and provide a link:**

**CMAP strives to empower communities and advance equitable opportunities through our technical assistance program. Community empowerment and equitable engagement is the process of enabling communities to increase control over their lives and granting all equal opportunities in the decision-making process. Does your community currently engage in conversations around advancing equity?**

**Would your community be open to pursuing the advancement of equity as it relates to this project?**

**CMAP requires a program contribution for technical assistance through CMAP. This financial contribution to the Technical Assistance Program Contribution Fund has helped demonstrate local commitment and has increased local ownership of the projects. The contribution amounts are based on typical project costs by project type, project size, and assessed on a sliding scale based on the community cohort. Some types of technical assistance have no associated program contribution. Typically, these are new technical assistance offerings that CMAP is piloting. To provide transparency, predictability, and consistency in the contribution amounts, CMAP publishes a schedule of "Program Contributions by Project Type." Please tell us if you have reviewed the contribution schedule above and understand that if selected, your community will be required to pay the contribution amount indicated.**

**CMAP strives to be transparent about the level of staff commitment and hours required to participate in technical assistance projects. If your project is selected your organization would need to execute an intergovernmental agreement (or similar agreement), provide a program contribution if applicable, and commit to attending regular check-in meetings with CMAP, as well as participate in outreach activities, perform timely review of deliverables, and engage in all other efforts that are necessary to effectively carry out the proposed planning project. More information on these requirements can be found on the program website. Please indicate your agreement to these requirements:**

**Is there any additional information you want us to know?**

**How did you find out about the call for projects?**

Email from my CMAP local government network (LGN) Liason

**What resources did you find helpful as you apply for the call?**



**How difficult was it to fill out this application? (select one) Very difficult, somewhat difficult, neither easy or difficult, somewhat easy, very easy**

5