Council of Mayors Executive Committee
September 9, 2014
9:30 a.m.
CMAP Offices – Cook County Conference Room

1.0 Call to Order and Introductions – Mayor Schielke

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – May 20, 2014
ACTION REQUESTED: Approval

4.0 Transportation Programming Updates/Action Items

4.1 Roads Update/ STP Expenditure Report (Chad Riddle)
The IDOT Bureau of Local Roads & Streets status sheets will be distributed at the meeting. CMAP’s STP expenditure report is included in the committee packet.
ACTION REQUESTED: Information

4.2 Advanced Funding Requests
The North Central Council notified CMAP staff that they will not need $692,800 in advanced funding, with this information they will have a positive balance in FFY 15.
ACTION REQUESTED: Information

4.3 Congestion Mitigation and Air Quality Improvement Program (Kama Dobbs)
An update will be given on the status of the CMAQ program.
ACTION REQUESTED: Information

5.0 GO TO 2040 Update (Andrew Williams-Clark)
The public comment period for the draft GO TO 2040 comprehensive plan update has closed. All comments have been summarized and a general overview of comments received will be given along with changes to the draft update.
ACTION REQUESTED: Discussion

6.0 Active Transportation Alliance (ATA) – Family Friendly Bikeways (Jim Merrell)
The ATA has rolled out their Family Friendly Bikeways Program. An overview of the program will be given.
ACTION REQUESTED: Discussion
7.0 Federal Transportation Reauthorization (Alex Beata)
At the Council of Mayors Executive Committee’s last meeting, the mayors authorized the chairman to send a letter to the northeastern Illinois delegation. That letter is included in the packet. An update will be given on activities regarding federal reauthorization since your last meeting.
ACTION REQUESTED: Discussion

8.0 Regional Freight Leadership Taskforce Report (Alex Beata)
Established by the CMAP Board in June 2013, the Regional Freight Leadership Task Force first met in October 2013 and prepared its final report in May 2014. The Board charged the Task Force with exploring the creation of a “Regional Freight Authority,” including consideration of revenues sources and governance issues. This presentation will discuss the group’s proceedings and three main recommendations.
ACTION REQUESTED: Discussion

9.0 Municipal Survey (Andrew Williams-Clark)
The municipal survey was conducted over the summer. The results have been summarized and will be presented.
ACTION REQUESTED: Information

10.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Jesse Elam)
The CMAQ Project Selection Committee has considered revisions to the programming policies for evaluating proposed CMAQ projects. An update will be given on these changes and the process for approval.
ACTION REQUESTED: Information

11.0 US DOT Certification (John Donovan)
In November of 2013, US DOT conducted its on-site visit for the quadrennial certification review. The final report is available along with recommendations from US DOT. A summary of the report will be given.
ACTION REQUESTED: Discussion

12.0 Local Technical Assistance 2014 Call for Projects (Dan Olson)
Staff will provide an update on the 2014 Local Technical Assistance program call for projects. The selection process is underway, staff have interviewed applicants and are working on developing recommendations for consideration by the CMAP Board and MPO Policy Committee in October.
ACTION REQUESTED: Discussion

13.0 Local Technical Assistance Update
The current status reports of the ongoing LTA program is available. Additional input, comments and questions are welcome.
ACTION REQUESTED: Information

14.0 Other Business

15.0 Public Comment
This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair’s discretion.
16.0  Proposed 2015 Schedule and Next Meeting

The proposed 2015 schedule is:

- January 27, 2015
- May 19, 2015
- September 1, 2015
- November 10, 2015

The next meeting is scheduled for November 18, 2014.

17.0  Adjourn

Council of Mayors Executive Committee Members:

| ____ | President Dave Brady | ____ | President Thomas Karaba | ____ | Mayor Glenn Ryback |
| ____ | Mayor Roger Claar | ____ | President Al Larson | ____ | Mayor Jeffery Schielke* |
| ____ | President Rodney Craig | ____ | President Richard Mack | ____ | Mayor Jeffrey Sherwin |
| ____ | President Karen Darch | ____ | Mayor John Mahoney | ____ | Mayor Joseph Tamburino |
| ____ | President Jim Discipio | ____ | President Robert Nunamaker | ____ | Mayor George Van Dusen |
| ____ | President Mike Einhorn | ____ | President Ed Ritter | ____ | Mayor Eugene Williams** |
| ____ | President Sandy Frum | ____ | Mayor Leon Rockingham, Jr** | ____ | * Chairman |
| ____ | Mayor Jim Holland | ____ | President William Rodegheir | ____ | ** Vice-Chairman |
Council of Mayors Executive Committee
Draft Minutes of the May 20, 2014 Meeting
CMAP Offices – Cook County Conference Room

Executive Committee and Elected Officials Present
Mayor Jeffery Schielke, Chairman; President Dave Brady, President Karen Darch; President Michael Einhorn, President Al Larson, President Ed Ritter; Mayor Leon Rockingham, President William T. Rodeghier; President Glenn Ryback; Mayor Jeffrey Sherwin; President Erik Spande, Mayor Eugene Williams

Others Present
Jennifer Becker, Brian Carlson, Bruce Carmitchel, Bruce Christensen, Patrick Knapp, Tam Kutzmark, Ed Paesel, Leanne Redden, Chad Riddle, David Seglin, Chris Staron, Thomas Vander Woude, Mike Walczak, Tammy Wierciak, Barbara Zubek

CMAP Staff Present
Patricia Berry, Bob Dean, Kama Dobbs, Jesse Elam, Don Kopec, Holly Ostdick, Simone Weil, Andrew Williams-Clark

1.0 Call to Order and Introductions
Chairman Schielke called the meeting to order at 9:33 a.m. Introductions were made.

2.0 Agenda Changes and Announcements
Mayor Schielke welcomed President Ryback and Spande as this is their first Council of Mayors Executive Committee meeting. The Chair informed the group that Don Kopec is retiring and this will be his last Council of Mayors Executive Committee. The Chair and members thanked Mr. Kopec for his years of service to the region. Agenda item 6.0 was moved to after item 7.2.

3.0 Approval of Minutes – February 11, 2014
On a motion by Mayor Rockingham and a second by President Einhorn, the February 11, 2014 minutes were approved as presented.

4.0 Transportation Programming Updates/Action Items

4.1 IDOT Bureau of Local Roads Update/ STP Expenditure Report
Mr. Riddle summarized the February, April, June, and August 2014 IDOT lettings. Mayor Sherwin asked why soil testing had to be done by the state and why the process is so lengthy. Mr. Fortmann responded that the district is working with central office to see if some efficiencies can be identified. In
response to question from President Spande, Mr. Riddle stated that it is best to leave as much soil on site as possible.

4.2 City of Chicago Regional Project (David Seglin)
Mr. Seglin stated the City of Chicago has to make changes to the regional STP project. He stated the current projects are Adams St Viaduct over Chicago Union Station, CREATE- 75th St Corridor Improvement and the Navy Pier Flyover. The City would like to drop Adams St in favor of Harrison over Union Station and Jackson over the Chicago River and add CREATE Columbus at Maplewood and Archer at Kenton.

4.3 Advanced Funding Requests (Tammy Wierciak)
Ms. Wierciak stated that North Central Council of Mayors is requesting $692,800 in advanced funding for resurfacing Madison St from Van Buren St to Des Plaines Ave. On a motion by Mayor Sherwin and seconded by President Rodeghier, the motion passed with all ayes.

4.4 Congestion Mitigation and Air Quality Improvement Program (Kama Dobbs)
Ms. Dobbs reviewed the CMAQ obligation report and stated the region is on track to meet its obligation goal for federal fiscal year 2014. She thanked the PLs for their help with the CMAQ May status updates.

5.0 Regional Transportation Authority (Leanne Redden)
Ms. Redden gave an overview of current topics engaging the RTA. The presentation is available here: http://www.cmap.illinois.gov/documents/10180/278520/RTA+Power+Point+Presentation.pdf/6a34ba75-d78f-47bd-8077-dd88c9257d51. No questions were received from the council.

6.0 Congestion Mitigation and Air Quality Improvement Program Process Review (Jesse Elam)
Ms. Berry gave a summary of the CMAQ program process and how it has evolved over the years. She referenced materials provided, including the CMAQ Programming Policies and minutes from the May 2012 Council of Mayors Executive Committee meeting where the Council of Mayors Executive Committee discussed CMAQ program management policies. She stated that Mayor Schielke is the representative of the Council of Mayors on the CMAQ Project Selection Committee and Mayor Rodeghier has been participating in this round. Mayor Schielke thanked Mayor Rodeghier for his work in getting up to speed on the process and representing the councils through this latest update to the process. Mayor Schielke noted that the PLs have an important role to serve in making the locals in their Councils aware of the changes to the process especially given the limited resources of municipalities.

7.0 Major Capital Project Updates
7.1 IDOT (John Fortmann)
Mr. Fortmann presented the current status of the Illiana Corridor, Circle Interchange, Eisenhower Expressway, I-55 managed lane, and I-90 from I-190 to Harlem Avenue. The presentation is available here: http://www.cmap.illinois.gov/documents/10180/278520/IDOT+Power+Point+Presentation.pdf/0ac80020-8129-47a9-a5cc-8ab364fb45da. Mayor Sherwin stated it seems inefficient for IDOT to operate the Illiana Corridor and maybe the Illinois Tollway and IDOT should be merged. Mr. Fortmann stated he would defer to IDOT and Tollway leadership to address that question.

7.2 Illinois Tollway (Rocco Zucchero)

8.0 Local Technical Assistance Program (Bob Dean)
Mr. Dean stated that there is currently a call for projects for the local technical assistance program. He continued to state that staff and the working committees are working to evaluate the LTA program and welcome any comments. He stated more information would be available at the Council of Mayors Executive Committee’s next meeting in September.

9.0 GO TO 2040 Update (Andrew Williams–Clark)
Mr. Williams-Clark gave an overview of the federally required update of GO TO 2040 including the expected revenues and expenditures and major capital projects that are proposed to be included in the plan. Mayor Darch stated that there should be an emphasis on regional freight issues which include emphasis on completing CREATE, but also the development of a CREATE II which considers outlying communities.

10.0 2014 State Legislative Update (Simone Weil)
Ms. Weil gave an overview of state legislative activity. Mayor Schielke reminded the Council of Mayors Executive Committee that the federal transportation authorization bill MAP-21 is expiring at the end of the federal fiscal year. He recommended the council prepare a letter for the federal delegation to pass a bill that sustains funding levels. On a motion by Mayor Williams and seconded by Mayor Rockingham, Mayor Schielke was authorized on behalf of the Council of Mayors to send a letter to the federal delegation. Mayor Brady asked if a legislator could attend the next meeting to give an update.

11.0 Local Technical Assistance Update
Mayor Schielke informed the council that the most recent LTA update was available.

12.0 Other Business
There was no other business
13.0 Public Comment
There was no public comment.

14.0 Next Meeting
Chairman Schielke reminded the members that the next meeting is scheduled for September 9, 2014 and that the remaining 2014 meeting date is November 18.

15.0 Adjourn
On a motion by Mayor Sherwin seconded by President Spande, the meeting was adjourned.

**Council of Mayors Executive Committee Members:**

<table>
<thead>
<tr>
<th>President Dave Brady</th>
<th>President Thomas Karaba</th>
<th>Mayor Glenn Ryback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mayor Roger Claar</td>
<td>President Al Larson</td>
<td>Mayor Jeffery Schielke*</td>
</tr>
<tr>
<td>President Rodney Craig</td>
<td>President Richard Mack</td>
<td>Mayor Jeffrey Sherwin</td>
</tr>
<tr>
<td>President Karen Darch</td>
<td>Mayor John Mahoney</td>
<td>Mayor Joseph Tamburino</td>
</tr>
<tr>
<td>President Jim Discipio</td>
<td>President Robert Nunamaker</td>
<td>Mayor George Van Dusen</td>
</tr>
<tr>
<td>President Mike Einhorn</td>
<td>President Ed Ritter</td>
<td>Mayor Eugene Williams**</td>
</tr>
<tr>
<td>President Sandy Frum</td>
<td>Mayor Leon Rockingham, Jr**</td>
<td>* Chairman</td>
</tr>
<tr>
<td>Mayor Jim Holland</td>
<td>President William Rodegheir</td>
<td>** Vice-Chairman</td>
</tr>
</tbody>
</table>
Surface Transportation Program - Local (STP-L) Expenditure Report
August 10, 2014

STP-L history, in millions of dollars, as of September 30, 2013

MARK  ALLOTMENTS  EXPENDITURES

Sources: Illinois Department of Transportation, Federal Highway Administration, and Chicago Metropolitan Agency for Planning.

For more information, visit http://www.cmap.illinois.gov/council-of-mayors/stp-resources.

FY13-0075  August 2014
The federal Surface Transportation Program (STP-L) provides financing for projects and is funded through Moving Ahead for Progress in the 21st Century, the federal transportation authorization bill. This program is administered through the Chicago Metropolitan Agency for Planning (CMAP) and the Illinois Department of Transportation (IDOT). The City of Chicago and each of the 11 subregional councils have a self-determined method for selecting the most beneficial projects. Each of metropolitan Chicago’s 11 subregional councils have a Planning Liaison who coordinates the project selection process with each council’s approval.

**STP-L program, in millions of dollars**

<table>
<thead>
<tr>
<th>Region</th>
<th>Mark</th>
<th>EXPENDITURES</th>
<th>EXPENDITURES GREATER THAN MARK</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL</strong></td>
<td>$180.91</td>
<td>$77.59</td>
<td>$103.32</td>
</tr>
<tr>
<td><strong>CHICAGO</strong></td>
<td>$89.30</td>
<td>$51.45</td>
<td>$37.85</td>
</tr>
<tr>
<td><strong>NORTH SHORE</strong></td>
<td>$18.00</td>
<td>$11.70</td>
<td>$6.30</td>
</tr>
<tr>
<td><strong>NORTH WEST</strong></td>
<td>$21.92</td>
<td>$11.70</td>
<td>$10.22</td>
</tr>
<tr>
<td><strong>NORTH CENTRAL</strong></td>
<td>$8.32</td>
<td>$4.50</td>
<td>$3.82</td>
</tr>
<tr>
<td><strong>CENTRAL</strong></td>
<td>$13.80</td>
<td>$7.56</td>
<td>$6.24</td>
</tr>
<tr>
<td><strong>SOUTH WEST</strong></td>
<td>$2.96</td>
<td>$4.48</td>
<td>$1.52</td>
</tr>
<tr>
<td><strong>SOUTH</strong></td>
<td>$9.76</td>
<td>$4.40</td>
<td>$5.36</td>
</tr>
<tr>
<td><strong>DUPAGE</strong></td>
<td>$12.57</td>
<td>$2.89</td>
<td>$9.68</td>
</tr>
<tr>
<td><strong>KANE/KENDALL</strong></td>
<td>$1.81</td>
<td>$3.00</td>
<td>$1.81</td>
</tr>
<tr>
<td><strong>LAKE</strong></td>
<td>$15.15</td>
<td>$4.32</td>
<td>$10.83</td>
</tr>
<tr>
<td><strong>MCHENRY</strong></td>
<td>$10.68</td>
<td>$3.49</td>
<td>$7.19</td>
</tr>
<tr>
<td><strong>WILL</strong></td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

**FFY 2014 STP-L summary**

- **81 projects** have been obligated in FFY 2014 using STP-L funds.
- **$89.30 million** or **49 percent** of the region’s programming mark has been obligated in FFY 2014.
- FFY13 obligations did not exceed the amount of new STP-L funding allotment in FFY 2013, adding **$4.5 million** to the carryover funds in the region.
- In FFY 2014 the CMAP Council of Mayors Executive Committee has approved advanced funding requests for **9 projects** totaling **$9.1 million** in STP-L funds.

Sources: Illinois Department of Transportation, Federal Highway Administration, and Chicago Metropolitan Agency for Planning. *As of August 10, 2014.*
Any questions regarding information in this pamphlet should be sent to Kama Dobbs, CMAP, at kdobbs@cmap.illinois.gov or 312-386-8710.
To increase the accomplishment rate of projects funded through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee approved new programming and management policies in June 2012. These include specific accomplishment benchmarks, sunset years, and development of annual obligation goals to be established by the CMAQ Project Selection Committee.

If a project phase is not accomplished by its sunset year — the year it was originally programmed plus two years — all remaining funding that is not federally obligated will be removed from the active CMAQ program and the project will be considered “deferred.” Pending the availability of CMAQ funds, a deferred project phase can be reinstated if the sponsor demonstrates that it is back on track.
MEMORANDUM

To: Council of Mayors - Executive Committee
From: CMAP Staff
Date: September 2, 2014
Re: GO TO 2040 Plan Update - Public Comment Period Summary

Background
As part of the federally mandated update to metropolitan Chicago’s comprehensive regional plan, the public must be afforded an opportunity to provide input on the process and resulting, updated plan documents. Therefore, a public comment period was conducted by CMAP from June 13, 2014 through August 1, 2014. The comment period was designed to gather feedback from stakeholders and the general public on the draft GO TO 2040 plan update as well as the proposed Federal Fiscal Year (FFY) 2014-19 Transportation Improvement Program (TIP).

This memo will briefly describe the outreach methods employed and the resulting public participation, the comments received, and CMAP’s responses to the public input. A more detailed summary of the public comment period, including tables of CMAP’s responses to comments, can be found in the draft Public Engagement Summary Appendix.

Outreach Process
Prior to the 50-day public comment period commencing on June 13, 2014, numerous outreach techniques were used to alert the public about the plan update and solicit their feedback. The philosophy behind this outreach effort was to engage CMAP’s existing network, rather than forging an abundance of new partnerships (as was necessary leading up to GO TO 2040’s adoption in 2010). Regional stakeholders and the broader public were engaged and encouraged to participate in the plan update process.

A variety of input methods were made available to the public, including:

- **Public meetings:** A series of public “open house” format meetings were geographically distributed around the Chicago region in order to provide all residents of the seven-county area with adequate and convenient opportunities to participate in the plan update process.
A logical way to organize these meetings for maximum geographic coverage was to work with the subregional councils, which have strong networks to reach leaders and residents in their respective areas. It was determined by geography that a total of 10 public open house meetings, in addition to one formal public hearing, would be held during this public comment period.

At these open house meetings, visual aids and posters were displayed, summarizing the policy recommendations and implementation activities of the four themes in GO TO 2040. Several hard copies of the draft plan update summary and supporting appendices were available for participants to read in more detail and take home. CMAP staff were also available to answer questions, and comment cards were provided for attendees to write and submit formal written comments during the meeting. Approximately 220 people attended these public meetings in total.

- **On-line comment form:** There was an on-line comment form available on the CMAP website, which included links to download and review all the relevant plan update materials. This input format facilitated participation from those people who were interested in the update process but were unable to attend one of the public meetings. Nearly 60 on-line comments were received, ranging from topics across the major themes of GO TO 2040.

- **Form letters and other comment types:** CMAP staff also accepted comments in the form of e-mails, hard copy letters, phone calls, and faxes. One distinct category of comments received was form letters – standardized, project-specific messages from individuals who were galvanized by the advocacy of a nonprofit organization about a given topic. Table 1 summarizes the organizations, issues, and number of form letters received.

**Table 1. Form Letter Comments**

<table>
<thead>
<tr>
<th>Organizational Membership</th>
<th>Issue / Project of Concern</th>
<th>Number of Standardized Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Law and Policy Center</td>
<td>Opposes the Illiana Expressway</td>
<td>221</td>
</tr>
<tr>
<td>Midwest High Speed Rail Association</td>
<td>Supports the CrossRail Chicago project</td>
<td>660</td>
</tr>
<tr>
<td>Sierra Club – Illinois Chapter</td>
<td>Opposes the Illiana Expressway</td>
<td>401</td>
</tr>
</tbody>
</table>
Summary of Comments

In total, over 1,400 comments were received during the public comment period, the majority of which were form letters (see Table 1). The approximately 150 non-standardized comments spanned submission formats, as well as levels of detail and analysis. They were submitted by a range of commenters – from private citizens to nonprofit organizations to various governmental entities – and comments were received from all across the region. Of all comments received, nearly one third were submitted from outside of the CMAP region, most of which were form letters. Excluding form letters and just examining the geographic origin of the 150 non-standardized comments, 60 percent originated in Cook County, followed by 18 percent submitted from Will County and 12 percent submitted from the remaining collar counties.

Many comments expressed an interest in principles already embedded into GO TO 2040, which reinforces the need for continued commitment to those issues. While comments were received across all four themes of GO TO 2040, the majority pertained to transportation-related issues. Figure 1 displays the distribution of comments by plan theme, with a separate category for comments about major capital projects. This chart excludes the more than 1,200 form letters in order to present a more balanced representation of the breadth of topics that were covered during the public comment period.

In total, the high volume of form letters focusing on two specific transportation projects shifted the overarching theme of public input toward a concern for major capital projects. Even excluding the form letters, this category of specific transportation projects – both on CMAP’s list of major capital projects as well as other roadway and transit projects – still comprised around two thirds (or, approximately 100 comments) of the input received. Generally, people commented on the transportation projects located near where they live or work, which have the potential to directly influence their quality of life and mobility options.
Responses to Input

The plan update continues the same priorities of GO TO 2040, and as such no major policy changes are recommended. The following describes the areas where clarification and further detail was called for by partners and stakeholders, or where the volume of comments warrants further discussion:

- **Discussion of Bus and Arterial Rapid Transit**: Discussion occurred during the development of the plan update about the best way to treat Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART) projects in the update. The Regional Transportation Authority (RTA) offered guidance on this matter during the public comment period, suggesting text revisions that have since been made in the Plan Update Summary. These changes aim to appropriately frame BRT and ART options in the context of improving the overall transit system’s operations and fiscal health, echoing the RTA’s Transit Strategic Plan.

- **Support for CrossRail Chicago**: Hundreds of form letters were submitted asking CMAP to prioritize the CrossRail Chicago project. Given its very early planning phase, this project will remain where it was listed in the draft Major Capital Projects Appendix. Language was added to the project description in the Major Capital Projects Appendix to encourage supporters to continue to study the project, identify funding sources, and identify a project implementer. As details are solidified in future years, this project can be reevaluated for consideration in the universe of major capital projects.

- **Opposition to Illiana Expressway**: The Illiana Expressway was amended into the plan by vote of the MPO Policy Committee in 2013 and is included on the fiscally constrained major capital projects list. It received significant debate during this plan update public comment period. The most common arguments enumerated against this project included concerns that the roadway would cause environmental degradation, loss of prime farmland, and a large financial burden on the taxpayers of Illinois. Additionally, many comments questioned the project’s consistency with the principles of sustainable growth for the region at the core of GO TO 2040.

No major changes are intended for the GO TO 2040 plan during this update process, given the amount of consensus-building and research that informed the development of the original plan. There is a process that has been established to amend the major capital projects list between plan updates, and the outcomes of those processes are being preserved for this plan update. Text has been added to the Illiana Expressway project description in the Major Capital Projects Appendix to reflect the volume of comments received and the need to protect the region’s open and green space during project implementation. It will be important to consider the environmental and local community impacts, as well as to protect the public interest in the Public Private Partnership funding structure, as much as possible.

- **Implementation of Reasonably Expected Revenues**: Several comments were submitted regarding the plan update’s prioritization of advancing new sources of reasonably expected revenues to invest in our region’s transportation system. While acknowledging the necessity of these new revenues, many asked questions about the potential time frame and political
support needed to implement them, or wanted assurance that local and regional stakeholders would be involved in decision-making and implementation. CMAP understands the concerns about political feasibility and agrees that implementation of these revenues will need to be driven by a strong regional coalition of CMAP and its partners.

ACTION REQUESTED: Information and discussion.
May 20, 2014

Memorandum

To: Conference of Mayors Executive Committee
From: Ron Burke, Executive Director, Active Transportation Alliance
Re: Family Friendly Bikeways Project

Attached is a flyer about Active Trans’ new project to help suburbs develop next-generation, low-stress bikeways that are comfortable and safe places for people of all ages and abilities to ride. We call these facilities “Family-Friendly Bikeways,” which include:

- Trails that serve trips to school, work, and other destinations, as well as recreation.
- On-street protected bike lanes that use parked cars, posts, curbs, planter boxes, etc., to separate bikes and cars
- "Bike Boulevards" on quiet residential streets that use a variety of designs to limit motor vehicle through traffic and travel speeds and enhance safety at intersections.

Surveys show that the number one reason people do not ride bicycles is because they are afraid. What they mostly fear, for themselves and their families, is being hit by a car. Despite the considerable advances made in the Chicago region to advance bicycling, including hundreds of miles of bike infrastructure, concerns about safety still loom large.

In fact, studies find that less than 10 percent of the population feels comfortable biking in traffic on a typical street or bike lane. Family-Friendly Bikeways are low-stress facilities for the other 90 percent. Our goal is bike routes where you’d feel comfortable biking with a young child, for example.

In the Chicago region, most of the on-street facilities are traditional three foot striped bike lanes and “share the road” markings. These facilities work fine for the strong and confident 10%, but they don’t sufficiently remove the element of fear for others to ride more than occasionally. In addition, trails are often difficult to access by bike and primarily serve recreational trips, and that means they are underutilized from a transportation perspective.

The need for next-generation bike facilities that minimize interactions with car traffic is heightened by a significant increase in the number of cars on our streets. Between 1982 and 2012, the number of motor vehicles registered in
Illinois increased by 3 million (42 percent increase) and VMT increased 65 billion miles per year, a 63 percent increase.

Active Trans is offering to partner with suburbs and provide assistance with public outreach and planning to develop networks of Family Friendly Bikeways. We will also advocate for state and federal funding so suburbs can better pay for the new facilities.

For more information or to get started, please contact:

– North and West Suburbs: Nancy Wagner, Nancy@activetrans.org. Ph# 312-505-4251
– South, Southwest and NW IN: Leslie Phemister, Leslie@activetrans.org. Ph# 708-768-4586
WHAT ARE FAMILY-FRIENDLY BIKEWAYS?

- Designed to be **safe and comfortable for everyone** to bike on, from children to grandparents
- **Car-free biking** that is physically separated from cars, OR biking options on side-streets with designs that limit the number of cars and keep speeds low
- **Provide safe passage** through intersections and across busy streets
- Connect to schools, parks, transit, shopping — all around your town!

WHY FAMILY-FRIENDLY BIKEWAYS?

Most everyone would like to bicycle more because it’s a fun, healthy way to get around. But for many of us, biking in traffic on a typical street or bike lane is scary. However, we know from experiences in other cities that communities can create **bikeways that provide comfortable, low stress spaces to bike** for people of all ages.

ABOUT COMMUNITIES FOR FAMILY-FRIENDLY BIKEWAYS

The project’s goals are to:

1. Help Chicago suburban communities plan for and build networks of bikeways that are comfortable places for people of all ages and abilities — everyone — to ride a bike!

2. Help suburban communities secure additional state and federal funding for improving biking and walking.

The Active Transportation Alliance will provide assistance to participating communities.

For more information, local government staff and officials can contact Nancy Wagner, nancy@activetrans.org, for the North and West Chicagoland areas. For the South and Southwest Chicagoland areas, please contact Leslie Phemister, leslie@activetrans.org.

COMMUNITIES FOR FAMILY-FRIENDLY BIKEWAYS: Information for Local Governments
June 20, 2014

Dear «Salutation» «Last_Name»:

Our surface transportation system is critical to quality of life and to the Chicago region’s competitive advantage. Yet in many ways the system is declining, which can be seen in worsening traffic congestion, cuts to public transit service, and deferred maintenance on roads and bridges. Current funding levels under the Moving Ahead for Progress in the 21st Century (MAP-21) Act are inadequate to meet these needs and the federal Highway Trust Fund is expected to reach insolvency later this year. Writing on behalf of the Council of Mayors, representing the chief executives of 283 municipalities in the seven-county Chicago region, we urge you to support a robust, long-term reauthorization of MAP-21.

Guided by the principles of GO TO 2040, the comprehensive regional plan for northeastern Illinois, we recognize that a strong federal role in transportation is vital and commensurate funding levels are required to support that role. Transportation projects can be large and complex, and can require multiple years to plan and construct. For those reasons, it is important to continue funding the federal transportation program through sustainable user fees that accrue to a dedicated trust fund.

In addition to securing resources for transportation, GO TO 2040 notes that it is equally important that transportation resources are spent wisely and transparently. We support the strategic investment of transportation dollars, harnessing performance data to ensure that projects are carefully selected and support regional goals.

The federal government has a vital role to play beyond funding and performance measurement. Reauthorization bills help to set national policy in areas such as environmental protection, pricing, and safety. We support a strong federal commitment to freight safety, given the density of the rail and trucking network in the Chicago region and increasing volumes of freight traffic. Recent freight rail derailments across North America underscore this need.
June 20, 2014

Page 2

The need for action is immediate and grave. The federal government is a critical partner in supporting a strong transportation system for the nation, and the need for such a system is particularly acute in northeastern Illinois. Again, we urge you to support adequate, sustainable funding for a long-term reauthorization to MAP-21.

Please see the attached Reauthorization Principles approved by the CMAP board on June 11, 2014.

Sincerely,

Mayor Jeffery Schielke, City of Batavia
Chairman, Council of Mayors Executive Committee

Mayor Leon Rockingham, Jr., City of North Chicago
1st Vice Chair, Council of Mayors Executive Committee

Mayor Eugene Williams, Village of Lynwood
2nd Vice Chair, Council of Mayors Executive Committee

/stk
Enclosure
MEMORANDUM

To: CMAP Council of Mayors - Executive Committee
From: Drew Williams-Clark, CMAP Staff
Date: September 3, 2014
Re: 2014 Municipal Survey Results

Introduction

Every second year the Chicago Metropolitan Agency for Planning (CMAP) surveys the region’s municipal governments. The purpose of the biennial survey is to help track the progress of GO TO 2040 implementation and shape our work to support municipal efforts through the CMAP Local Technical Assistance program, policy analysis, and the development of other resources.

Survey Results

In 2014, 177 municipalities of CMAP’s 284 communities responded to the 2014 survey: a response rate of 62.3%. This number is similar to the number of respondents (184) that completed the survey in 2012, which had a response rate of 64.7%. As shown in Figures 1 and 2, the percentage of total respondents from each County in 2014 closely reflects the percentages from the 2012 survey.

Figure 1: Percent of Survey Respondents by County 2014

- Cook: 42.7%
- Dupage: 15.2%
- Kane: 11.8%
- Kendall: 10.7%
- Lake: 9.0%
- McHenry: 9.0%
- Will: 1.7%

Source: CMAP 2014 Municipal Plans, Programs, and Operations Survey

Figure 2: Percent of Survey Respondents by County 2012

- Cook: 40.8%
- DuPage: 14.7%
- Kane: 10.9%
- Kendall: 13.0%
- Lake: 9.2%
- McHenry: 9.8%
- Will: 1.6%

Source: CMAP 2012 Municipal Plans, Programs, and Operations Survey
Municipal Demand for CMAP Projects and Products

Since 2010 CMAP has completed, or initiated, approximately 150 local projects through the Local Technical Assistance (LTA) program, including comprehensive plans, subarea plans, zoning ordinance updates, bicycle and pedestrian plans, and other kinds of projects. Every LTA project represents a partnership between CMAP and a local government, typically a municipality. As the program’s focus begins to shift from planning to implementation, the agency needs a better understanding of municipal demand for implementation projects across the region. The municipal survey will be used to assess that demand.

Over the past several years, the agency has also developed a series of planning and policy toolkits under the Model Plans, Ordinances, and Codes project. These guides describe the process of implementing a specific municipal policy, from study to approval. Perhaps more importantly, these guides have allowed CMAP to investigate different approaches to LTA projects. As an example, in developing the Parking Strategies to Support Livable Communities report, staff spent a year identifying the best ways to analyze parking demand and strategies to reduce parking congestion. Since the completion of the report, CMAP has completed several parking management projects through the LTA program.

In the future, toolkit projects will continue focus on topics the municipal survey identifies as high demand, but deliverables will focus more on how CMAP should approach these topics in delivering technical assistance. The agency will continue to post toolkits online for those interested, but reports will be more concise and refer readers to other resources where appropriate.

Municipal Planning Project Priorities
Respondents were asked if producing a plan (e.g. comprehensive, transit oriented development, water resources, or economic development) is a priority for completion in the next two years. Figure 3 illustrates plans that respondents indicated were middle- or high priority projects. Almost 68% of those that responded to the same question indicated that they would be interested in CMAP technical assistance to support these efforts.
Municipal Regulatory Project Priorities
Respondents were asked if developing a new, or revising an existing code or ordinance pertaining to land use, development or transportation is a priority in the next two years. Responses to the question varied widely, but Figure 4 shows the three topics identified most commonly as middle- or high priority projects. Almost 60% of respondents indicated that they would be interested to receive CMAP technical assistance to support such projects.

Implementation Project Priorities
The LTA program has focused on plan development in its first several years for the purpose of aligning local government plans with GO TO 2040. The volume of high quality comprehensive
and other plans developed through the program has been staggering. This year, the agency will begin a strategic effort to focus increasingly on the implementation of local plans. The municipal survey asked respondents to gauge the priority of several different types of projects that can support the implementation of previous plan recommendations.

**Strategic Plan**
Respondents were asked if producing a strategic plan that is tied directly to their comprehensive plan would be a priority in the next two years. A strategic plan is a guiding document that guides the allocation of resources in the short term, typically 1-5 years. Resources, in this case, can include monetary or staff resources, or both. More than 50% of respondents indicated that it would be a middle- or high priority, while 46% would be interested in receiving CMAP technical assistance to support such a project.

![Figure 5: Produce a Strategic Plan in the Next Two Years](image)

Source: CMAP 2014 Municipal Plans, Programs, and Operations Survey

**Capital Improvement Plans**
Respondents were asked if developing or updating a capital improvement program (or plan), otherwise known as a CIP, is a priority in the next two years. A CIP is another type of relatively short range plan (4-10 years) that prioritizes the construction or purchase of infrastructure, buildings, facilities, or equipment and identifies funding streams for these activities. A CIP is also typically tied to a comprehensive plan and/or a strategic plan. 45% of respondents said that developing a CIP would be a high priority and 32% indicated that they would be interested in receiving technical assistance from CMAP.
Attracting Development to a Specific Site

Respondents were asked if attracting development to specific site is a priority in the next two years. Land use plans often recommend redevelopment on sites that have been difficult to market to developers in the past. Local governments can use economic development strategies to attract development to these sites. Almost 50% of respondents indicated that such a project would be a middle- or high priority in the next two years. 37% of respondents indicated an interest in receiving technical assistance from CMAP to support the effort.

Outreach to Residents Engagement

Respondents were asked if outreach to residents/public engagement would be a priority activity in the next two years. While not exclusively used to support plan implementation, public engagement is an important tool to advance municipal planning and policy making. For those that responded, 76% indicate that outreach is a middle- or high priority. Figure 12 shows that
42% of respondents would be interested in receiving technical assistance from CMAP to support these efforts.

**Figure 8: Outreach to Residents/Public Engagement in Next Two Years**

Source: CMAP 2014 Municipal Plans, Programs, and Operations Survey

**Conclusion/Next Steps**

This analysis shows that the types of projects currently undertaken by CMAP staff through the LTA program continue to be in high demand. It also shows that significant demand exists for projects that would support local governments in plan implementation. At this time staff are interested in committee discussions to help the agency identify the best methods to meet the demands identified by the municipal survey, such as direct technical assistance, workshops, or other methods.
Summary of Local Technical Assistance (LTA) Applications
July 7, 2014

CMAP has established the Local Technical Assistance (LTA) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040. In conjunction with the RTA’s Community Planning program, CMAP held a call for LTA projects in spring and summer 2014. Applications were due on June 26, 2014.

The remainder of this document provides basic statistics about the applications received, describes the project selection process, and includes short summaries of each project submitted. CMAP’s understanding of some of these projects may change through discussions with the applicants, so the descriptions and figures in this document should be considered preliminary.

Basic application statistics
In total, 104 applications were submitted by 77 different applicants to the LTA program. An additional 22 applications were submitted to the RTA for consideration through their Community Planning program. Details of the projects being reviewed by the RTA are available on their website.

Applications were received from across the entire region. The chart below shows applications received by geography, using County and Council of Mayors boundaries. Please note that projects may be placed in multiple geographies if they cross geographic boundaries.

<table>
<thead>
<tr>
<th>Geography</th>
<th>Number of applications</th>
<th>Number of applicants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago</td>
<td>17</td>
<td>12</td>
</tr>
<tr>
<td>North / Northwest Cook</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td>West Cook</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Southwest Cook</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>South Cook</td>
<td>23</td>
<td>15</td>
</tr>
<tr>
<td>DuPage</td>
<td>20</td>
<td>17</td>
</tr>
<tr>
<td>Kane</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>Kendall</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Lake</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>McHenry</td>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>Will</td>
<td>13</td>
<td>7</td>
</tr>
<tr>
<td>No specific geography</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>
A variety of project types were submitted. Projects addressing zoning or other regulations were the most common, with 20 submitted. Plans that dealt with a specific corridor or subarea were also common, as were transportation plans. A few new project types – analysis of development review processes, and capital improvement plans – were specifically solicited, and six projects of these types were received.

<table>
<thead>
<tr>
<th>Project type or topic</th>
<th>Number of applications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning</td>
<td>20</td>
</tr>
<tr>
<td>Subarea or corridor plan</td>
<td>18</td>
</tr>
<tr>
<td>Transportation plan</td>
<td>17</td>
</tr>
<tr>
<td>Comprehensive plan</td>
<td>14</td>
</tr>
<tr>
<td>Sustainability or other environmental focus</td>
<td>11</td>
</tr>
<tr>
<td>Development review process</td>
<td>4</td>
</tr>
<tr>
<td>Capital improvement plan</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>18</td>
</tr>
</tbody>
</table>

**Comparisons to previous years**

This is the fourth year that CMAP has offered the LTA program, so comparisons to the first three years of the program may be useful. The number of applications received was roughly similar to 2012, and significantly higher than last year. CMAP did more promotion of the LTA program this year, as compared to 2013; activities included co-hosting the GreenTown conference and doing direct outreach to low-capacity communities to encourage them to request assistance.

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>2013</th>
<th>2012</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects submitted</td>
<td>104</td>
<td>67</td>
<td>109</td>
<td>226</td>
</tr>
<tr>
<td>Applicants</td>
<td>77</td>
<td>58</td>
<td>88</td>
<td>140</td>
</tr>
</tbody>
</table>

Some applicants have had past experience with the LTA program. Of the 77 applicants, 32 have already submitted at least one successful application in past years; some of them have submitted follow-up projects, and others have submitted entirely new ideas. The remaining 45 are new to the LTA program. Some (17) submitted unsuccessful projects in previous years, but most (28) are entirely new applicants.

Geographic comparisons are shown below. This year, more applications were received from south Cook County than any other geography (23), and this was by far the most applications ever submitted from south Cook County. DuPage County, the City of Chicago, McHenry County, and Will County were also notable for submitting a high number of applications. In contrast, relatively few applications were received from west Cook County.
### Geography

<table>
<thead>
<tr>
<th>Region</th>
<th>2014</th>
<th>2013</th>
<th>2012</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago</td>
<td>17</td>
<td>7</td>
<td>10</td>
<td>16</td>
</tr>
<tr>
<td>North / Northwest Cook</td>
<td>9</td>
<td>4</td>
<td>10</td>
<td>19</td>
</tr>
<tr>
<td>West Cook</td>
<td>4</td>
<td>10</td>
<td>8</td>
<td>15</td>
</tr>
<tr>
<td>Southwest Cook</td>
<td>8</td>
<td>1</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>South Cook</td>
<td>23</td>
<td>7</td>
<td>9</td>
<td>15</td>
</tr>
<tr>
<td>DuPage</td>
<td>20</td>
<td>7</td>
<td>9</td>
<td>20</td>
</tr>
<tr>
<td>Kane</td>
<td>10</td>
<td>5</td>
<td>11</td>
<td>9</td>
</tr>
<tr>
<td>Kendall</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Lake</td>
<td>8</td>
<td>10</td>
<td>11</td>
<td>16</td>
</tr>
<tr>
<td>McHenry</td>
<td>14</td>
<td>7</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>Will</td>
<td>13</td>
<td>4</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Regional</td>
<td>2</td>
<td>1</td>
<td>6</td>
<td>2</td>
</tr>
</tbody>
</table>

Project types this year showed some variation from past years. Zoning projects were the top type of applications received, in a significant change from past years. This corresponds well to CMAP’s increasing focus on plan implementation, which involves zoning and other regulatory updates. In contrast, comprehensive plans have become less common – from being the most common type in 2011 and 2012 to the fourth-most common this year. No new projects were received that focused on housing, but projects that focused on other issues – including economic development, local food, health, arts and culture, and any other issues – increased from past years.

### Project type or topic

<table>
<thead>
<tr>
<th>Project type or topic</th>
<th>2014</th>
<th>2013</th>
<th>2012</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning</td>
<td>20</td>
<td>7</td>
<td>12</td>
<td>23</td>
</tr>
<tr>
<td>Subarea plan</td>
<td>18</td>
<td>14</td>
<td>20</td>
<td>36</td>
</tr>
<tr>
<td>Transportation</td>
<td>17</td>
<td>14</td>
<td>16</td>
<td>40</td>
</tr>
<tr>
<td>Comprehensive plan</td>
<td>14</td>
<td>12</td>
<td>22</td>
<td>48</td>
</tr>
<tr>
<td>Sustainability or other</td>
<td>11</td>
<td>6</td>
<td>19</td>
<td>45</td>
</tr>
<tr>
<td>environmental focus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housing</td>
<td>0</td>
<td>2</td>
<td>6</td>
<td>11</td>
</tr>
<tr>
<td>Development review process</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Capital improvement plan</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>18</td>
<td>11</td>
<td>14</td>
<td>26</td>
</tr>
</tbody>
</table>

### Selection criteria

Criteria for the LTA program include alignment of the project with the recommendations of GO TO 2040; local need for assistance; feasibility and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups; input from relevant Counties and Councils of Government (COGs); and geographic balance. This year, CMAP is paying particular attention to the criteria involving feasibility and ability to implement, in line with the overall focus on directing resources to plans that will be implemented.
Review process and timeline

Applications for the LTA program were due on June 26, and will be presented to the CMAP Board and MPO Policy Committee for approval in October. In July and August, a summary of applications received will be shared with CMAP’s working committees for discussion and comments. The same will occur with other stakeholder groups, including technical assistance providers, transit agencies, Counties, the City of Chicago, COGs, and others. Comments can also be sent directly to CMAP; please email Bob Dean at bdean@cmap.illinois.gov or call 312-386-8834 with direct comments on any projects. All stakeholders are requested to provide comments to CMAP by Friday, August 22.

Recommendations will be discussed with CMAP’s Transportation committee on October 3. Recommendations will be brought to the CMAP Board and MPO Policy Committee at their meetings in October. The Local Coordinating Committee will discuss the recommendations immediately prior to the Board meeting on October 8, and also may have a special meeting to review the applications in more detail in late September (scheduling TBD).

Following the Board and MPO meetings, CMAP will work closely with the sponsors of selected projects to handle any needed administrative work, develop full project scopes and schedules, and get projects started. It is expected that newly selected projects will be initiated on a rolling basis beginning in winter and spring 2015.
Project descriptions

Projects are organized by geography. Please note that not all projects below are entirely consistent with the purpose of CMAP’s local programs, and more information is needed to fully understand many of them; project proposals are described regardless of eligibility and completeness. Any suggested edits to these descriptions should be sent to Bob Dean at bdean@cmap.illinois.gov. Full applications are available on CMAP’s LTA webpage.

City of Chicago

Advanced Community Planned Communications Network Working Group
- Assist with **broadband connectivity and planning**. This mapping and planning will facilitate the development of high-speed assets in nine south side communities of Douglas, Grand Boulevard, Kenwood, Oakland, Washington Park, Woodlawn, South Shore, Grand Crossing, and Hyde Park.

Bridgeport Business Association
- Based off of previous economic development work, develop a **Corridor Vision Plan** for Halsted Street from Archer Avenue to Pershing Road. The plan should have a strong retail development component and identify redevelopment opportunities as a way to combat vacancy and guide future development along Bridgeport’s main commercial corridor.

Center for Neighborhood Technology (CNT)
- Develop a **“Rain Ready” Plan** (including a Community Needs Assessment) for two neighborhoods in Chicago – **Chatham and Albany Park** – to combat recent flooding. The focus of these plans should be on streets, alleys, parkways, trails, parking lots and transit and should be in line with the Rain Ready grassroots initiative, which determines the link between rain readiness, land use, transportation, and housing.

Chicago Department of Planning and Development
- Using the Chicago Neighborhoods 2014 framework developed in partnership with the Chicago Community Trust (CCT), identify priority neighborhoods that would benefit most from detailed planning. Of these, develop **three comprehensive neighborhood plans** under the LTA program.

Chicago Department of Transportation
- Develop a **sidewalk pedestrian level-of-service study** to increase pedestrian level-of-service at peak times on high demand. The study should analyze pedestrian count data (collected by the City of Chicago) and recommend methods to improve pedestrian flows and limit obstructions on city-owned sidewalks.

- Develop a city-wide **Livable Streets Master Plan** that combines and overlays both existing and proposed improvements from various existing plans.
• Augment the existing **Chicago Truck Planning Study** (currently in draft form) with an **outreach supplement** that includes stakeholder presentation materials, a proactive outreach strategy, and a Chicago Truck Route Fact Sheet for industry.

**Endeleo Institute Community Development Corporation**

• Develop a **95th Street Planning Priorities Report** to identify community needs and priorities within four blocks of the soon-to-be-transformed 95th Street CTA station. This would include guidance on how to maximize community input, as well as analysis of local data and past planning work. It is an intermediate step toward implementation of a 95th Street TOD. Potential partners include the City of Chicago, CTA, and CHA.

**Far South Community Development Corporation**

• Develop a **Cultural Plan** for the Roseland neighborhood focusing on arts and culture development in the Roseland community. The Plan will include an arts and culture assessment, a commercial and recreational market study, urban design recommendations, transportation study, and an implementation strategy.

**National Parks Conservation Association**

• NPCA has proposed the creation of an urban national historic park in Chicago’s Pullman neighborhood and is working with the Chicago chapter of the American Institute of Architects (AIA) to organize a design charrette to identify community desires for streetscape and other improvements. Technical assistance is requested to develop recommendations into potential capital improvements and implementation plan.

**North River Commission**

• Develop a **comprehensive bicycle and pedestrian plan** for Chicago’s North River community. This plan would focus on integrating bike and pedestrian routes with public transportation information in order to draw more visitors and residents to the North River area.

**Rogers Park Business Alliance**

• Conduct a **Streetscape and Parking Study** that would be used to establish a more pedestrian-friendly business district, explore parking management strategies, and improve wayfinding along Sheridan Road between Devon and Farwell.

• Conduct a **Commercial Corridor Study** along Clark Street in Rogers Park to support revitalization of the streetscape and roughly 150 businesses that lie along the corridor.

**South Loop Neighbors (SLN) and Greater South Loop Association (GSLA)**

• Collaborate to establish a **pre-development framework** for the currently undeveloped 62-acre site called “Riverside Park” on the Chicago River south of Roosevelt Road. This framework would help to coordinate redevelopment of the site, planning of new road infrastructure, and rehabilitation of the adjacent riverbank. This framework format
would be similar to past LTA work on Harper’s Court in Hyde Park, as well as Delta Institute’s work on the Crawford/Fisk Task Force.

**South Shore Planning and Preservation Coalition**
- Create a **Community Vision Plan** similar to the Chinatown LTA project. Identify community needs and desires, challenges and opportunities, and create a vision and set of short- and long-term goals and strategies to implement them.

- Conduct a **market analysis** of the South Shore trade area to identify economic and demographic opportunities and gaps in the area. This study will help inform future comprehensive plans.

**Sustainable Englewood Initiatives**
- Coordinate intergovernmental assistance toward the planning, concept design and marketing of the **New ERA Trail (also known as the Englewood Line)**, an abandoned elevated rail spur set to become an urban park and recreation corridor.

**North / Northwest Cook**

**Cook County Department of Planning and Development**
- Develop a **comprehensive plan for unincorporated areas of Cook County within Maine and Northfield Townships**. The Plan should bring the unincorporated areas into conformance with the codes and regulations of surrounding municipalities, as well as standardize service provisions and study incorporation options for unincorporated lands.

**Des Plaines**
- Update the 2007 **Comprehensive Plan** and **revise and implement the draft Unified Development Ordinance**, which would replace the City’s existing Zoning and Subdivision regulations.

**Franklin Park** (also West Cook and DuPage County)
- Develop a **truck routing and infrastructure plan for the eleven-community O’Hare subregion** that addresses disconnected truck routes, poor roadway conditions and congestion. The proposed plan is aligned with recommendations made in the O’Hare Subregional Freight-Manufacturing Drill-Down Report.

**Niles**
- Develop an **arts and culture comprehensive plan** to provide direction for ongoing efforts and build off of CMAP’s Arts and Culture Toolkit.

**Northbrook**
- Develop a **bike and pedestrian** plan that builds off of the Northbrook Bike Plan (2003) and establishes coordination between modes of transportation and community
destinations. Involving commuters, local schools and the Park District in the planning process is a priority.

Northwest Municipal Conference

- Conduct a Bike Sharing Feasibility Study analyzing the potential for Divvy extension or standalone operations. This would address the “last mile” of transit connectivity (from downtown train or bus to a person’s destinations.

Roselle (also DuPage County)

- Create a new comprehensive plan for the Village reflecting the economic realities of the last several years. The Village’s revenues have dropped significantly and have defunded some of what used to be considered basic services, lowered some basic service levels, and eliminated 20% of its positions. Addressing land use and transportation corridors would be the major focus of any new Comprehensive Plan.

Schaumburg (also DuPage County)

- Obtain services of a consultant to complete an update of the comprehensive plan. Substantial development has occurred in the Village since 1996, and many directives in the comprehensive plan are outdated and no longer reflect village policies. This reduces the Village’s ability to rely on its plans to provide direction to make land use decisions.

- Update the Village’s Comprehensive Green Action Plan due to an evolution of sustainability planning documents. These types of plans have become more robust in regards to local food systems, municipal policies, economic development, and environmental equity. The updated plan should include indicators and implementation strategies to measure progress toward achieving the goals in the plan so they can be quantified and reported to the community.

West Cook

Berwyn

- Develop a more comprehensive and feasible Stormwater Management Plan, using the City’s draft Stormwater Management Plan to build off of. The Plan would include both field work and selection of Best Management Practices (BMPs) to improve water quality.

Brookfield

- Complete a long-range Comprehensive Plan to replace Brookfield’s 2004 “comprehensive plan,” which was only a business corridor plan. Creating a new comprehensive plan in the near term would allow Brookfield to ensure that future capital investments are aligned with regional goals and reflect local community priorities.
Franklin Park (also Northwest Cook and DuPage County)
- Develop a truck routing and infrastructure plan for the eleven-community O’Hare subregion that addresses disconnected truck routes, poor roadway conditions and congestion. The proposed plan is aligned with recommendations made in the O’Hare Subregional Freight-Manufacturing Drill-Down Report.

Oak Park
- Update the current Zoning Ordinance to align it with the newly adopted comprehensive plan. The ordinance should be user friendly and incorporate best practices including sustainable development practices and smart growth principles. The current Zoning Ordinance is inefficient due to it being amended numerous times.

South Cook

Blue Island (also Southwest Cook)
- Create a Capital Improvement Program to implement the Blue Island Comprehensive Plan. The CIP should improve the City’s public infrastructure, emphasizing long-term sustainability, fiscal efficiencies, project prioritization and enhanced quality of life for residents.

- Conduct an analysis and develop recommendations for the improvement of the City’s development review process, specifically for project sites that are high-interest and high-priority and feature a high level of visibility due to site locations. The end goals should be implementation of a fully integrated, transparent development review process with inter- and cross-departmental input and collaboration.

Blue Island Park District (also Southwest Cook)
- Create an updated, more robust Park District Master Plan, including an assessment of existing facilities as well as recommended upgrades or renovations to existing parks and facilities. In addition, the Plan should specifically address strategies for newly acquired parcels of land.

Calumet Park
- Update the Village’s Comprehensive Plan (last updated in 1989). The Village would like to address topics such as current economic conditions, housing and demographic changes, environmental impact and sustainability, community identity, transportation needs, and regional projects already underway.

- Update the Village’s Zoning Code. The update should establish clearly defined and uniform regulations to promote the beneficial and sustainable use of the Village’s land, as well as alleviate administrative confusion, outline standards, improve access to information, and streamline the zoning process for potential developers and prospective business owners.
Center for Neighborhood Technology (CNT)

- Partner with the Army Corps of Engineers to develop a “Rain Ready” Plan (including a Community Needs Assessment) for the Village of Midlothian, a community that has suffered from repetitive and severe flooding. The Plan should explore all opportunities, including green infrastructure within public rights-of-way, as well as individual property improvement recommendations.

Chicago Heights

- Update the City’s Zoning Ordinance (which is now more than 15 years old) to comply with its soon-to-be-adopted updated Comprehensive Plan.

Harvey

- Develop a comprehensive plan for the City that will position Harvey to be a fiscally sound, sustainable, eco-friendly and safe community with a thriving local economy. The Plan should “bridge the gap” between research and practice to help the City more effectively respond to the fiscal challenges currently facing local governments.

Matteson

- Complete a comprehensive zoning ordinance update. The Village is particularly interested in addressing regulations regarding parking, bulk standards and signage.

- Develop a comprehensive plan (first adopted in 1987). A plan update was initiated in 2007; however, it was never completed or adopted due to budget constraints.

Olympia Fields

- Conduct a Zoning Ordinance and Map Update to accommodate new uses and remove outdated terms and placed into a table for easy comparison. The last major update was in 1981 after being developed in 1971. Illustrations are needed to clarify the code. There are no provisions for promoting sustainability within the code and updating it will address the issue and assist in addressing recommendations.

Richton Park

- Generate a Capital Improvement Plan (CIP) to identify capital investments needed in the community. The completion of the CIP is the next logical step following the completion of the comprehensive land use plan. The Village’s capital needs relate to infrastructure, transportation, environmental, planning, equipment, facilities, technology, etc.

- Composing a Comprehensive Stormwater Management Study will address the problem of stormwater runoff, which currently impacts commercial, industrial or housing development potential. Historically there have been incidents of major flooding, particularly in the Town Center area of the community, caused by the east branch of Butterfield Creek.
In partnership with the Village of Matteson, evaluate opportunities for regional cooperation and potential consolidation of the Villages’ Fire and Rescue Services. The report should analyze present resources available to meet emergency services requirements, including an inventory of both manpower and equipment and its distribution throughout the service areas.

Riverdale
- Update the municipal-wide zoning ordinance. The current zoning code is from 1980 and there have been many law and code changes since then. A basic overhaul of the zoning map is needed.

Sauk Village
- Develop a comprehensive plan that will provide a holistic approach for the next four generations of current and future residents. The Village seeks assistance to improve the quality of life for the residents, develop a safe community, and support a thriving economy. The plan looks to address the opportunities for capacity building, market strategy, and regional mobility so that there is a more efficient government and livable community.

South Chicago Heights
- Update the Village’s zoning ordinance. An updated zoning ordinance will be an important tool to revitalize the Village business areas and certain residential areas. The Village has suffered during the recent economic recession and through 2013 the assessed values of properties within the Village continued to decline, despite efforts to maintain stability.

South Holland
- Evaluate, update and expand the strategic plan to address land use, economic development, housing, natural resources, transportation, community facilities, image and identity, and implementation of this plan.
- Create a Subarea Plan for the Village Interstate Zoning to determine how to best establish and promote the Interstate Zoning District. There are five sub-zones within the district that are intended to create uses unique to each zone. This district offers some of the most attractive property within the area and the appropriate development can spur enormous economic growth.

South Suburban Mayors and Managers Association (SSMMA)
- Develop a Comprehensive Retail Development Strategy for the municipal members of Select Chicago Southland, a new retail development group. This study would analyze and propose types of regional tools that would enhance these municipalities to more effectively attract new development, with particular attention given to infrastructure, marketing, and innovative funding mechanisms to finance these improvements.
- Develop a **Chicago Road Corridor Plan** to improve the safety, attractiveness, and economic potential of Chicago Road in the communities of Chicago Heights, South Chicago Heights, and Steger. This plan would include recommendations to balance pedestrian and vehicular travel, expand public transit, coordinate land uses, implement “complete streets” and develop attractive aesthetic features.

- Develop a **Tax Impact Assessment** for the 43 municipalities of SSMMA that would examine the impact of high municipal taxes on residential and business location decisions. CMAP would define the methodology of the study and could help refine the scope: SSMMA suggests that Cook may want a county-wide study. This request is a “placeholder” pending definition of partners, parameters, and scope.

**Steger** (also Will County)
- Develop a **comprehensive plan** to establish a vision for the Village and guide its future development. The plan should focus on the redevelopment of the downtown area and provide recommendations for the development of a successful pedestrian-oriented and mixed-use downtown. The transportation recommendations should focus on improved pedestrian access and safety in the downtown area along with improved vehicular flow throughout the Village.

**Southwest Cook**

**Blue Island** (also South Cook)
- Create a **Capital Improvement Program** to implement the Blue Island Comprehensive Plan. The CIP should improve the City’s public infrastructure, emphasizing long-term sustainability, fiscal efficiencies, project prioritization and enhanced quality of life for residents.

- Conduct an analysis and develop recommendations for the improvement of the City’s **development review process**, specifically for project sites that are high-interest and high-priority and feature a high level of visibility due to site locations. The end goals should be implementation of a fully integrated, transparent development review process with inter- and cross-departmental input and collaboration.

**Blue Island Park District** (also South Cook)
- Create an updated, more robust **Park District Master Plan**, including an assessment of existing facilities as well as recommended upgrades or renovations to existing parks and facilities. In addition, the Plan should specifically address strategies for newly acquired parcels of land.

**Lemont** (also Will County)
- Analyze the Village’s **development review process** and outline recommendations for improvements to increase efficiency, clarity and coordination among consultants and
Village staff. The Village is particularly interested in learning how other communities address similar issues and processes.

- Develop a **corridor plan** for State Street that allows for limited commercial use, while addressing design considerations in this predominantly residential corridor. Improving the pedestrian and bicycle realm through urban design is also desired.

- Develop a **water supply and distribution sustainability plan** that addresses the Village’s future projected growth and demand on its groundwater resources.

- Develop an **economic subarea plan** for one or more economic activity centers as identified and recommended in the Village’s comprehensive plan. The plan would address land use and design considerations, infrastructure capacity, and economic feasibility of the proposed land uses.

**Palos Park**

- Improve the **Zoning Ordinance**, including its enforcement, application, administration, appropriateness, and interpretation. There is concern with the development of smaller vacant residential parcels in a consistent manner with existing adjacent residential properties.

**DuPage County**

**Aurora** (also Kane, Kendall, and Will Counties)

- Create an **Arts and Culture Plan** for Aurora, as well as a Downtown Arts District based on CMAP’s Arts & Culture Toolkit. The Plan should provide guidelines to evaluate arts based proposals, such as live-work spaces, affordable housing for artists and studio, display, rehearsal and performance spaces to reflect Aurora’s growing creative economy.

- Update and enhance the City’s 2006 **Downtown Master Plan** with walkability, bikeability and transit components to return the downtown to its historic reputation for transit oriented development.

- Update the 2009 **Sustainability Plan** with new resources from the Sustainability Toolkit; the updated Plan should reflect changes in technology, the economy, community priority, and resident interest.

**Bensenville**

- To effectively implement the Comprehensive Plan and Homes for a Changing Region projects undertaken recently in Bensenville, conduct a comprehensive revision to the current **Zoning Ordinance** is requested. Only task-specific amendments have been made to the Zoning Ordinance by the Village since 2004. The Village is interested in incorporating form-based code concepts into the final product.
Clarendon Hills
• Develop a comprehensive plan for the Village’s South Side that addresses current challenges faced by the neighborhood including the perceived disconnection from the Village, incomplete infrastructure system, and inaccessibility, among others. Community outreach and participation as part of the planning process, is a priority for the Village.

DuPage County DOT
• Develop a framework plan for future bicycle and pedestrian facility improvements along the Elgin O’Hare Expressway (I-390) facility in corridor communities and unincorporated DuPage County. This framework may include sidewalk and trail connections, existing and future transit, and community points of interest.

DuPage County Health Department
• Partner with Impact DuPage, a collaborative human services organization formed in 2013, to create a web-based community dashboard that is integrated with similar regional efforts. CMAP is requested to develop best practices related to data sharing and multi-sectoral partner engagement.

Elmhurst
• Craft a comprehensive community-wide Sustainability Plan that includes both incorporated and unincorporated residents, businesses, and community-based institutions and organizations.

Forest Preserve District of DuPage County
• Conduct a feasibility study for the final link of the West Branch DuPage River Trail. This study should address a crossing of Roosevelt Road and the West Branch of the DuPage River as well as identify any other on-street routes or trail alignments that could be designated as the West Branch DuPage River Trail instead of a grade-separated crossing. This study will be conducted in partnership with the DuPage County Division of Transportation.

Franklin Park (also West and Northwest Cook County)
• Develop a truck routing and infrastructure plan for the eleven-community O’Hare subregion that addresses disconnected truck routes, poor roadway conditions and congestion. The proposed plan is aligned with recommendations made in the O’Hare Subregional Freight-Manufacturing Drill-Down Report.

Glen Ellyn
• Prepare a comprehensive zoning code update as identified in the Village’s Comprehensive Plan (2001) and Downtown Strategic Plan (2009). The Village is particularly interested in reevaluating regulations in the downtown central business districts, and balancing historic preservation with transit oriented development.
Mary Ann Kaufman

- Provide **funding assistance to build and test a ½ scale “living wall”** for suitability as a roadway sound wall replacement. Project would take place on the resident-facing side of IL-53 at 2S154 Churchill Lane near Huntington.

Roselle (also Northwest Cook County)

- Create a new **comprehensive plan** for the Village reflecting the economic realities of the last several years. The Village’s revenues have dropped significantly and have defunded some of what used to be considered basic services, lowered some basic service levels, and eliminated 20% of its positions. Addressing land use and transportation corridors would be the major focus of any new Comprehensive Plan.

Schaumburg (also Northwest Cook County)

- Obtain services of a consultant to complete an update of the **comprehensive plan**. Substantial development has occurred in the Village since 1996, and many directives in the comprehensive plan are outdated and no longer reflect village policies. This reduces the Village’s ability to rely on its plans to provide direction to make land use decisions.

- Update the Village’s **Comprehensive Green Action Plan** due to an evolution of sustainability planning documents. These types of plans have become more robust in regards to local food systems, municipal policies, economic development, and environmental equity. The updated plan should include indicators and implementation strategies to measure progress toward achieving the goals in the plan so they can be quantified and reported to the community.

Villa Park

- Update the Village’s **Zoning Code**. The Village adopted a TOD Overlay District as part of the Zoning Code, but it affects less than 1% of the total land area and the code needs to address the entire Village. The update will address issues and offer an opportunity to institute necessary changes to further the comprehensive plan, and recognize technological and environmental advancement since the current code’s adoption.

Warrenville

- Develop a **Comprehensive Plan** for the City to replace its existing plan adopted in 1984. The Plan should accommodate more dense residential development, be reflective of market realities, encourage efficient land use, and be fiscally and socially sound. In addition, the Plan should include a sub-area plan for the Route 59/Route 56 arterial intersection, a real estate market analysis, and incorporate scenario-based planning.

Wayne

- Develop a **new zoning ordinance** that is more consistent with the goals of the Plan to maintain the Village’s semi-rural character and its designated historic districts. The results will offer defined land use regulations, less administrative confusion for property owners, developers and Village staff in interpreting and implementing the regulations.
There will be fewer variations from land use and preservation of historic structures will allow adaptive re-use and more attractive opportunities for development in the Village.

**Willowbrook**
- Perform a **southeast sub-area comprehensive plan update**. The area is comprised by a mix of commercial and low impact mixed office and industrial uses on fairly small lots. There are various challenges and opportunities that impact the existing residential properties, some of which are solid, and some that may be suitable for redevelopment. The Village’s southeast area continues to generate interest from uses in the area that might not be supported without a new vision and plan for accommodating them.

**Winfield**
- Implement a **Zoning Code Update** to modernize our zoning codes. After recently completing an update of the Village’s Comprehensive Land Use Plan, Village officials believe conducting a zoning code update will result in more effective and appropriate rezoning. The Village would be able to utilize the current planning momentum from updating the Village’s Comprehensive Land Use Plan.

**Kane County**

**Aurora** (also DuPage, Kendall, and Will Counties)
- Create an **Arts and Culture Plan** for Aurora, as well as a Downtown Arts District based on CMAP’s Arts & Culture Toolkit. The Plan should provide guidelines to evaluate arts based proposals, such as live-work spaces, affordable housing for artists and studio, display, rehearsal and performance spaces to reflect Aurora’s growing creative economy.

- Update and enhance the City’s 2006 **Downtown Master Plan** with walkability, bikeability and transit components to return the downtown to its historic reputation for transit oriented development.

- Update the 2009 **Sustainability Plan** with new resources from the Sustainability Toolkit; the updated Plan should reflect changes in technology, the economy, community priority, and resident interest.

**Fox River Study Group**
- Assist Fox River Watershed communities develop **community-specific watershed plans** to achieve the nutrient pollution load reduction targets and watershed improvement strategies called for by the Fox River Implementation Plan (FRIP). The plans will cover municipalities downstream of Stratton Dam/Chain O’Lakes.

**Huntley** (also McHenry County)
- Prepare a **form-based code for the Village’s Downtown** and surrounding area as recommended in the Downtown Revitalization Plan (2010). The new code would
complement several efforts such as the adoption of a TIF district, streetscape plan and façade improvement assistance program for Downtown Huntley.

**Kane County**
- Develop a **health chapter for a comprehensive plan** that will assess one municipality but can be used as a model for the region. The incorporation of health into a comprehensive plan will enable a municipality to fully support and enhance local and regional health-related programs; it will assist the municipality in attaining future grants and technical assistance; and it will prepare the municipality for the utilization of health impact assessments (HIA) in local decision making. Multi-department application from the Development & Community Services Dept., Health Dept., and Division of Transportation.

- Conduct a **health impact assessment (HIA) on the Model Transit Zoning Ordinance** included in the Kane County Primary Transit Network (PTN) Study, a 2013 LTA project. This HIA would provide additional information and recommendations to improve health outcomes associated with the model zoning ordinance ahead of its adoption by Kane County municipalities in the coming years. Multi-department application from the Development & Community Services Dept., Health Dept., and Division of Transportation.

**Montgomery** (also Kendall County)
- Update the **zoning ordinance** for the Village’s Downtown/Mill District to facilitate the implementation of the Village’s comprehensive and TOD plans.

**South Elgin**
- Conduct **elected official zoning training** in order to focus on the public hearing process, current zoning laws, and provide a general discussion of the Village’s roles in the planning and development proposals. The Village has developed high-quality long range plans and will be working to overhaul the development ordinance making them consistent with range plans and will be working to renovate the development ordinances while making them consistent with these plans.

**Kendall County**

**Aurora** (also DuPage, Kane, and Will Counties)
- Create an **Arts and Culture Plan** for Aurora, as well as a Downtown Arts District based on CMAP’s Arts & Culture Toolkit. The Plan should provide guidelines to evaluate arts based proposals, such as live-work spaces, affordable housing for artists and studio, display, rehearsal and performance spaces to reflect Aurora’s growing creative economy.
• Update and enhance the City’s 2006 **Downtown Master Plan** with walkability, bikeability and transit components to return the downtown to its historic reputation for transit oriented development.

• Update the 2009 **Sustainability Plan** with new resources from the Sustainability Toolkit; the updated Plan should reflect changes in technology, the economy, community priority, and resident interest.

**Joliet** (also Will County)

• Update the City’s community-wide **zoning ordinance** to include an assessment of the current ordinance, an updated set of regulations, and allowance for administrative variances, where possible.

**Kendall County**

• Conduct a comprehensive **market study** of the comparative advantage for **industrial development** in each community within Kendall County. This study would identify current and future industry clusters, analyze workforce and infrastructure suitability, and provide guidance on sustainable tax structures and necessary infrastructure improvements.

**Montgomery** (also Kane County)

• Update the **zoning ordinance** for the Village’s Downtown/Mill District to facilitate the implementation of the Village’s comprehensive and TOD plans.

**Lake County**

**Fox Lake** (also McHenry County)

• Develop a **refined development review process/zoning code update** within the Community Development Department. The new review process should address unclear expectations held by stakeholders, ensure appropriate development through the use of adequate zoning, and incorporate concepts/regulations that promote environmental protection and sustainability.

• Create a **parks and recreation master plan** which will improve regional connectivity, enhance recreational facilities, strengthen the local economy, and provide healthy, environmentally-friendly transportation options.

• Review **Village ordinances and codes** to prioritize changes and develop a timeline for implementation. The project will encompass all stakeholders including all Village departments, Plan Commission, Zoning Board, businesses and residents.

**Grayslake**

• Develop a **bicycle and pedestrian plan** that builds off of the existing bike path system and past plans while focusing on land use, linkages, signage and safety enhancements.
Gurnee

- Update the Village’s comprehensive plan (last updated in 1997). The plan should focus on affordable housing, mixed use and transit oriented development, multi-modal transportation, walkability, access to parks and open space, and sustainability.

Lake County Division of Transportation

- Develop a greenway corridor plan to enhance transportation and recreational use of the Robert McClory Bike Path, which was recently designated as part of US Bike Route 37 in May 2014. This project would improve safety, appearance, wayfinding, and local connections to the trail in areas under the jurisdiction of Lake County, the Village of Lake Bluff, the City of Lake Forest, and the City of Highland Park.

Lake Zurich

- Update the Village’s comprehensive plan (last updated in 2003) and provide public outreach. The updated plan would tie into the Route 53 Land Use Planning Study, currently coordinated by CMAP, and help implement the Village’s five year strategic plan.

Lakemoor (also McHenry County)

- Prepare a Town Center subarea plan that focuses on mixed use development, community identity, walkability and sustainability to strengthen the Village’s center of activity. The plan would fulfill an implementation strategy of the Village’s comprehensive plan, prepared by CMAP.

McHenry County

Bull Valley

- Develop a strategic action plan for the Village of Bull Valley. The Village adopted an updated Comprehensive Land Use and Preservation Plan in 2011, and has since developed or begun work on various other plans focusing on affordable housing, green infrastructure/greenways, and commercial development. A strategic action plan would provide the Village with a long range action plan that outlines goals, objectives and action steps to guide the implementation and fiscal viability of all plans.

- Develop a green infrastructure and/or commercial development plan as recommended by the Village’s 2011 Comprehensive Plan.

Cary

- Update and combine the Village’s Zoning Ordinance and Subdivision Ordinance into a Unified Development Ordinance (UDO) as recommended by Cary 2020, the Village’s updated comprehensive plan. The UDO could include: expanded definitions and illustrations; new and/or condensed zoning districts; revised standards for variations
and conditional uses; an administrative review and approval process for basic variations and small subdivisions; and an updated permitted and conditional use list.

**Fox Lake** (also Lake County)
- Develop a refined development review process/zoning code update within the Community Development Department. The new review process should address unclear expectations held by stakeholders, ensure appropriate development through the use of adequate zoning, and incorporate concepts/regulations that promote environmental protection and sustainability.

- Create a parks and recreation master plan which will improve regional connectivity, enhance recreational facilities, strengthen the local economy, and provide healthy, environmentally-friendly transportation options.

- Review Village ordinances and codes to prioritize changes and develop a timeline for implementation. The project will encompass all stakeholders including all Village departments, Plan Commission, Zoning Board, businesses and residents.

**Huntley** (also Kane County)
- Prepare a form-based code for the Village’s Downtown and surrounding area as recommended in the Downtown Revitalization Plan (2010). The new code would complement several efforts such as the adoption of a TIF district, streetscape plan and façade improvement assistance program for Downtown Huntley.

**Lakemoor** (also Lake County)
- Prepare a Town Center subarea plan that focuses on mixed use development, community identity, walkability and sustainability to strengthen the Village’s center of activity. The plan would fulfill an implementation strategy of the Village’s comprehensive plan, prepared by CMAP.

**McHenry County**
- Request assistance in developing a Multi-County Comprehensive Economic Development Strategy (CEDS). The Rockford Regional Economic Development District (RREDD) has applied for USEDA funds to develop the CEDS, but CMAP technical assistance is required to identify, prioritize, and evaluate the economic impact of projects in the McHenry County portion.

**McHenry County Department of Planning and Development**
- Technical assistance to create and maintain a Comprehensive Agricultural Resource Guide, which would serve as an online clearinghouse for all agriculture-related information in McHenry County. Information included could benefit municipalities, agencies, residents, and farmers, and would help implement recommendations of the McHenry County Local Food Assessment, as well as GO TO 2040.
McHenry County Convention and Visitors Bureau

- Assistance in developing a **Wayfinding Signage Master Plan** to help residents and visitors navigate to McHenry County’s rural and suburban destinations. A recent Destination Assessment identified the need for consistent directional wayfinding signage throughout the County; this plan would include recommendations for design and placement of all signage.

Oakwood Hills

- Assist the Village to **re-structure the Comprehensive Plan and adopt the appropriate code and ordinance recommendations**. Many of the villages’ ordinances are outdated and do not conform to best practices. The village needs assistance in implementing and crafting codes, policies and ordinances for adoption by the village board.

Richmond

- Update the **Comprehensive Plan** to address the historic district, downtown business area, neighborhoods, countryside, economic development and transportation network. The majority of the adjacent land to the Village is farm and wetland. This plan will support the development and implications of multimodal transportation plans for environmental protection and mitigation. This will involve existing bodies of water, aquifers, floodways, floodplains, and drainage ways.

Woodstock

- Conduct an **IL Rt. 47 Improvement Economic Impact Study** that would demonstrate the economic effects of traffic improvements made to Route 47. This report could become a regional model and be applied to other urban road improvement projects.

Will County

Aurora (also DuPage, Kane, and Kendall Counties)

- Create an **Arts and Culture Plan** for Aurora, as well as a Downtown Arts District based on CMAP’s Arts & Culture Toolkit. The Plan should provide guidelines to evaluate arts based proposals, such as live-work spaces, affordable housing for artists and studio, display, rehearsal and performance spaces to reflect Aurora’s growing creative economy.

- Update and enhance the City’s 2006 **Downtown Master Plan** with walkability, bikeability and transit components to return the downtown to its historic reputation for transit oriented development.

- Update the 2009 **Sustainability Plan** with new resources from the Sustainability Toolkit; the updated Plan should reflect changes in technology, the economy, community priority, and resident interest.
Forest Preserve District of Will County

- Prepare a Will County Bikeway Plan that will coordinate with the County’s upcoming 2040 Transportation Plan. Will County is the only county without a bikeway plan in the CMAP planning area. This plan would inventory existing assets and give short-term and long-term recommendations on how to connect communities and encourage the use of non-motorized transportation throughout Will County.

Joliet (also Kendall County)

- Update the City’s community-wide zoning ordinance to include an assessment of the current ordinance, an updated set of regulations, and allowance for administrative variances, where possible.

Lemont (also Southwest Cook County)

- Analyze the Village’s development review process and outline recommendations for improvements to increase efficiency, clarity and coordination among consultants and Village staff. The Village is particularly interested in learning how other communities address similar issues and processes.

- Develop a corridor plan for State Street that allows for limited commercial use, while addressing design considerations in this predominantly residential corridor. Improving the pedestrian and bicycle realm through urban design is also desired.

- Develop a water supply and distribution sustainability plan that addresses the Village’s future projected growth and demand on its groundwater resources.

- Develop an economic subarea plan for one or more economic activity centers as identified and recommended in the Village’s comprehensive plan. The plan would address land use and design considerations, infrastructure capacity, and economic feasibility of the proposed land uses.

Mokena

- Prepare a comprehensive non-motorized traffic and transportation plan that focuses on transportation and land use. Key stakeholder and public participation is a priority for the Village.

Steger (also Cook County)

- Develop a comprehensive plan to establish a vision for the Village and guide its future development. The plan should focus on the redevelopment of the downtown area and provide recommendations for the development of a successful pedestrian-oriented and mixed-use downtown. The transportation recommendations should focus on improved pedestrian access and safety in the downtown area along with improved vehicular flow throughout the Village.
Will County

- Conduct a **comprehensive food assessment and develop a Local Food Plan** to clearly identify the demand for fresh fruits and vegetable. The study should develop a strategy for strengthening the economy through job training and job creation in the emerging fields of local food growing. There are various ways for processing and distributing food, ensuring access to healthy food to all residents, reducing food shipping distance and preserving farmland while enhancing livability of all the municipalities within the county.

- Develop a **community plan** with implementation strategies for the Preston Heights/Patterson Road area. Throughout the County there are certain pockets of land that are developed, but have never been annexed to a municipality. The plan would include: recommendations for future land use development, implementation strategy for infrastructure improvements, economic development, to build community synergy, and to expanding public areas and culture.

Regional

Chicago Metro Metal Consortium (CMMC)

- **Assess and prioritize proposed transportation projects** for submittal to the US DOT’s TIGER Discretionary Grant program, for which CMMC is likely to receive preferential consideration. The goal is to secure TIGER funding for at least one regionally significant transportation project that will improve the movement of goods and workers in metal manufacturing.

Cook County Bureau of Economic Development + Chicago Regional Truck Permitting Working Group

- Create a **Chicago Regional Truck Permitting Plan** to streamline the multiple truck permit systems in place within the northeastern Illinois region. The Plan should evaluate multiple options for regional cooperation, recommend strategies for streamlining the truck permitting process and identify next steps and resources for implementation.
RTA Community Planning Program Applicants

The following projects have been reviewed by both CMAP and RTA and have been determined to fall under RTA’s evaluation jurisdiction:

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Aurora</td>
<td>Station Boulevard Trolley Access Improvements</td>
</tr>
<tr>
<td>City of Aurora</td>
<td>Pedestrian Access Study</td>
</tr>
<tr>
<td>City of Des Plaines</td>
<td>Oakton Station Feasibility Study</td>
</tr>
<tr>
<td>City of Evanston</td>
<td>TOD Zoning Parking Requirements</td>
</tr>
<tr>
<td>City of Highwood</td>
<td>TOD Zoning Update</td>
</tr>
<tr>
<td>City of West Chicago</td>
<td>Developer Discussion Panel</td>
</tr>
<tr>
<td>Pace</td>
<td>North Avenue Corridor Study</td>
</tr>
<tr>
<td>Village of Bartlett</td>
<td>Downtown / TOD Plan</td>
</tr>
<tr>
<td>Village of Brookfield</td>
<td>TOD Zoning Update</td>
</tr>
<tr>
<td>Village of Calumet Park</td>
<td>TOD Plan</td>
</tr>
<tr>
<td>Village of Forest Park</td>
<td>TOD Zoning Code – Blue Line</td>
</tr>
<tr>
<td>Village of Forest Park</td>
<td>Roosevelt Road Zoning Code Overlay</td>
</tr>
<tr>
<td>Village of Forest Park</td>
<td>Harlem Avenue Zoning Code Overlay</td>
</tr>
<tr>
<td>Village of Franklin Park</td>
<td>Developer Discussion Panel</td>
</tr>
<tr>
<td>Village of Libertyville</td>
<td>TOD Plan</td>
</tr>
<tr>
<td>Village of Mount Prospect</td>
<td>Rand Road Corridor Plan</td>
</tr>
<tr>
<td>Village of Palatine</td>
<td>Downtown Zoning and Sign Ordinance</td>
</tr>
<tr>
<td>Village of Palos Park</td>
<td>Transit Access / Bike Access</td>
</tr>
<tr>
<td>Village of River Grove</td>
<td>Developer Discussion Panel</td>
</tr>
<tr>
<td>Village of Skokie</td>
<td>Innovative TOD Implementation Project</td>
</tr>
<tr>
<td>Village of South Holland</td>
<td>Town Center Area Plan / SouthEast Service TOD</td>
</tr>
<tr>
<td>Village of Worth</td>
<td>TOD Plan</td>
</tr>
</tbody>
</table>