Application form:
Community Planning Program and Local Technical Assistance Program

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

This application form is online at [www.rtachicago.com/applications](http://www.rtachicago.com/applications). You may submit the form by email to applications@rtachicago.com. Upon receipt of application, you will receive an e-mail verifying that your application has been received.

1. **Name of Applicant:**
   Village of Berkeley

2. **Main Contact for Application:**

   Name: Brandiss J. West
   Title: Management Analyst
   Phone number: 708-234-2623
   Email: bwest@berkeley.il.us

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

   ___ Local government
   ___ Multijurisdictional group*
   ___ Nongovernmental organization*

   Please list the members of the group (including government and nongovernmental organizations):
   Berkeley Park District

   Name of local government partner(s):

   _______________________________________________________________________
   _______________________________________________________________________

   *Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP, RTA, or CCDPH prior to submitting their application to discuss their project and the demonstration of local support.
4. Project Type (please check any that apply):

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP, RTA, or CCDPH.)

_X__ My project involves preparation of a plan.
_____ My project helps to implement a past plan.
_____ My project links land use, transportation, and housing.
_____ My project has direct relevance to public transit and supports the use of the existing transit system.
_X__ My project is a bicycle, pedestrian, or active transportation plan in suburban Cook County.
_____ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

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

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

_X__ Yes, I understand that applicants will be required to contribute a local match.

6. Project Location:

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

The location of the project is best illustrated in the map on page 52 of the Village of Berkeley’s Comprehensive Plan. For your convenience, the same map is attached as Appendix A.

7. Project Description:

Please tell us what you would like to do in your community, and what assistance is needed. If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. Program staff will follow-up with you if we need any additional information to fully understand your proposed project.

The Village of Berkeley is seeking to develop a plan to enhance bicycle and pedestrian travel, or non-motorized travel, for work and personal commuting. The goal is to implement safety improvements to minimize pedestrian, bicycle, and vehicle conflicts. There are two major issues that affect non-motorized travel in Berkeley:

1. The Village enjoys connections to the Illinois Prairie Path, a 62 mile multiuse recreational trail. The Berkeley portion of the Illinois Prairie Path runs through the center of Berkeley Park. The eastern connection into the Berkeley from Hillside is made at the intersection of Taft Avenue and Electric Avenue. While the Berkeley side of the path at Taft Avenue leads the user to the stop sign at the four-way intersection, the connection at Hillside falls slightly before the intersection and splits into two directions divided by a large planter. This encourages users to cross Taft Avenue in the street rather than in the crosswalk, creating conflict between drivers and path users.
2. Like many older suburbs, Berkeley was not designed as a walkable community. In order for Berkeley to be a totally walkable community, it must have a complete sidewalk network. In parts of Berkeley, sidewalks were constructed in a piecemeal fashion, with sidewalks abruptly stopping several times on a residential block. Completion of the sidewalk system would improve residents to walk or bike ride more as well as reduce safety issues between pedestrians and vehicle drivers.

**Additional Information:**

_Village of Berkeley’s Comprehensive Plan_