Application form:
Community Planning Program and
Local Technical Assistance Program

DEADLINE: Noon on Thursday, June 25, 2015

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

1. Name of Applicant:
The City of Crystal Lake

2. Main Contact for Application:

   Name: Jeffrey Mawdsley
   Title: Administrative Analyst – Community Development
   Phone number: 815-356-3605
   Email: jmawdsley@crystallake.org

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

   _x___ Local government
   ____ Multijurisdictional group*  Please list the members of the group (including government and nongovernmental organizations):
                                                                 __________________________________________
                                                                 __________________________________________
                                                                 __________________________________________
   ____ Nongovernmental organization*  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.
- [X] My project helps to implement a past plan.
- [X] My project links land use, transportation, and housing.
- [X] My project has direct relevance to public transit and supports the use of the existing transit system.
- [ ] 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 project area is along Congress Parkway between Main Street and Pingree Road.

7. Project Description:

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

(Please include any additional information that is relevant, preferably by providing links to online documents.)

The City of Crystal Lake needs assistance developing a plan that will provide a pedestrian and bicycle link from the Prairie Path, which is part of the Grand Illinois Trail, to the Pingree Road Metra Station. This project has been identified by local bicycle advocate groups as an important link in the City’s transportation network. A link between these two facilities will help encourage additional pedestrians and bicyclists to use the Pingree Metra Station.

The Prairie Path is a major north-south bike path that starts at the Wisconsin-Illinois state line in northern McHenry County. It connects with the Prairie Trail at the Kane County border, and continues south. It is used by pedestrians and bicyclists to move between the southern and northern parts of Crystal Lake and beyond.
The Grand Illinois Trail is the longest continuous bike trail in Illinois. It connects many existing and soon-to-exist bike trails to create a continuous 500 mile biking loop between Lake Michigan and the Mississippi River. It hugs historic canals, crosses unglaciated hills, parallels the Rock and Fox Rivers, and includes one of America’s first rail-trails. It traverses the Lake Michigan shoreline, classic Chicago neighborhoods, picturesque small towns, and the wondrous vistas along the Mississippi. It is easily accessible by over 8 million Illinois residents.

The City is looking at Congress Parkway as the logical link between the path and the station. Congress Parkway is a high volume traffic street that connects two north-south minor arterial streets: Main Street and Pingree Road. Congress Parkway provides access to numerous land uses including commercial, office, industrial, institutional, and high density residential. These destinations will also benefit from improved pedestrian and bicycle access.

One key element of this plan would be the pedestrian link across the Union Pacific Railroad (UPRR) Tracks. The UPRR has a set of tracks that runs parallel to Main Street between Crystal Lake Avenue and Route 14. The UPRR uses these tracks to store material and to reposition a very specialized train a few times per year.

Another factor the study will need to evaluate is the limited ROW availability along Congress Parkway to construct a full multi-use path. Congress Parkway is a very busy street, averaging about 7,000 to 9,000 cars per day, depending on the section. Certain sections of Congress Parkway are also prone to high rates of speed. The eighty-fifth percentile speed can vary between 29.1 MPH and 37.6 MPH. The posted speed limit along all of Congress Parkway is 30 MPH. The volume of traffic, along with the higher rates of speed in some sections, discourages most casual bike riders from using Congress Parkway.