

**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 Lynwood**

**2. Main Contact for Application:**

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| --- |
| Name: **Eugene Williams** |
| Title: **Mayor** |
| Phone number: **708-935-5791** |
| Email: **gwilliams@lynwoodil.us** |

**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):

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\_\_\_\_ Nongovernmental organization\* Name of local government partner(s):

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\*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.

\_\_\_\_ 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 proposed Complete Streets plan will encompass the Village of Lynwood, Illinois. The Village is bordered by Lansing to the north, Glenwood to the west, Ford Heights and Sauk Village to the south, and, Munster and Dyer, Indiana, to the east. The Indiana state line borders the entire eastern edge of Lynwood.

The proposed Complete Streets project helps to implement the recently developed and certified Comprehensive Plan. <http://www.cmap.illinois.gov/programs-and-resources/lta/lynwood>

**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.)

In compliance with its own [Comprehensive Plan](http://www.cmap.illinois.gov/programs-and-resources/lta/lynwood), the Village of Lynwood seeks to develop a comprehensive, certified Complete Streets policy.

One of the goals of the recently developed Comprehensive Plan is to create a comprehensive and sustainable system of highways and roads, trails and sidewalks, transit service, and rail corridors that support business investment and enhances local and regional mobility. A key objective derived from this goal was to incorporate a Complete Streets approach to transportation planning to ensure all modes of transportation are well accommodated including pedestrian, cycling, vehicular, and transit modes.

Through the Comprehensive Plan, the Village has also set a goal to provide a connected network that allows pedestrians to easily and safely walk and bike to parks, trails, recreation amenities, shopping areas, and community facilities. This goal has several key objectives, including:

* Provide a fully connected sidewalk network throughout the village, prioritizing connections to existing neighborhoods, popular community facilities, and activity generators;
* Expand and connect the existing bike trail network through the use of dedicated paths, on-street bike lanes, and shared lanes to encourage biking as an alternate mode of transportation;
* Continue to provide and enhance connections to adjacent forest preserves, trails, and other nearby destinations and areas of interest; and,
* Improve the pedestrian friendliness of new developments by updating the Village’s design standards and codes based on principles identified in the Comprehensive Plan.

The Village of Lynwood understands that a complete streets policy will formalize the Village’s intent to plan, design, operate, and maintain streets so they are safe for users of all ages and abilities.

It is important to understand that the Village of Lynwood is primarily automobile-oriented and as a result, pedestrian mobility suffers. Most neighborhoods have sidewalks on both sides of the street; however, they are lacking connections outside of the neighborhoods. Key pedestrian areas, such as schools, parks, and transit facilities, should have a connected sidewalk or multi-use path system. On the north edge of the Village, along Glenwood Lansing Road and into Thorn Creek Forest Preserve, there are bicycle facilities. These bike routes are lacking connections into the Village south of Glenwood-Lansing Road. Moving forward, roadway profiles throughout the Village should change and a new effort needs to be made to fill in the many sidewalk disconnects as possible and improve bicycle mobility.

Included in the same Complete Streets policy would be studies on how the Village connects to the Route 30 corridor. While it is understood that a principal arterial, such as Route 30, is primarily designed for the mobility of higher volumes of traffic, connectivity to these roadways continue to be a major consideration for non-motorized traffic. In order to provide an effective transportation system for the future, roadway improvements, connections, and extensions are necessary.

In alignment with CMAP’s GOTO 2040 regional plan, the proposed Complete Streets planning will establish land use and transportation policies that help increase physical activity. GOTO 2040 supports policy-based efforts to improve the bicycle and pedestrian systems, such as the use of Complete Streets principles to accommodate non-motorized travel in roadway design.

The Village of Lynwood is fortunate to have access to many community parks and a large network of Cook County Forest Preserves. The Village would seek to have the Complete Streets policy to identify possible locations, such as existing roadway and utility right-of-ways, where sidewalks and trails should be constructed to provide a connected network that allows pedestrians to easily and safely walk and bike to parks, trails, recreation amenities, shopping areas, and community facilities.

***DEMOGRAPHICS/NEED***

As of the census of 2010, there were 9,272 people and 3,278 households in the village. The population density was 1,648.1 people per square mile. The racial makeup of the village was 28.8% White, 65.9% African American, 0.3% Native American, 0.5% Asian, 1.55% from other races, and 2.1% from two or more races. Hispanic or Latino of any race was 7.3% of the population.

There were 3,278 households out of which 35% had children under the age of 18 living with them, 39.4% were married couples living together, 23.5% had a female householder with no husband present, and 29.5% were non-families. 20.6% of all households were made up of individuals and 9.7% had someone living alone who was 65 years of age or older. The average household size was 2.79 and the average family size was 3.45.

In the village the population was spread out with 30.2% under the age of 19, 6.1% from 20 to 24, 23.6% from 25 to 44, 29.4% from 45 to 64, and 9.7% who were 65 years of age or older. The median age was 38.4 years.

The median income for a household in the village was $45,935, and the median income for a family was $55,574. Males had a median income of $56,939 versus $39,653 for females. The per capita income for the village was $21,819. About 20.3% of families and 24.3% of the population were below the poverty line, including 39.4% of those under age 18 and 8.5% of those ages 65 or over.

***CONCLUSION***

As the village of Lynwood continues to grow, there is a desire to retain the Village’s small-town feel and rural character. Technical assistance for the development of a Complete Streets policy would give the Village a tool toward providing a walkable, sustainable, and transit-friendly community, which is vital in attracting and maintaining a healthy population. As mentioned, the incorporation of a Complete Streets approach to transportation planning helps to ensure all modes of transportation are well accommodated for!

The Village of Lynwood appreciates any consideration for assistance.