

**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](mailto: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 Schaumburg**

**2. Main Contact for Application:**

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| --- |
| Name: Joti Baruni |
| Title: Transportation/Airport Engineer |
| Phone number: (847) 923-3863 |
| Email: kbaruni@villageofschaumburg.com |

**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):**

\_\_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.

\_\_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:**

The project will be within the Village of Schaumburg municipal limits, which span approximately 19 square miles. Click on the link below to view a map of the bicycle network in Schaumburg.

<http://www.ci.schaumburg.il.us/TRANS/Bikes/Pages/BicyclePathMap.aspx>

**7. Project Description:**

The village is looking to employ a consultant to complete a gap and condition assessment study that will identify and prioritize gaps within the village’s bicycle network as well as complete a condition assessment on Schaumburg’s existing bikeways system.

Schaumburg has an extensive internal 90-mile network of paths and trails that connects business centers, retail and entertainment hubs such as Woodfield Mall and Streets of Woodfield, and transit centers, including the Northwest Transportation Center and the Schaumburg Metra Station, to approximately 75,000 residents, 80,000 persons employed in Schaumburg, and countless visitors to this community.

In addition, to further promote non-motorized access across the area and region, Schaumburg’s network makes a number of direct connections to paths in adjacent communities including Hanover Park, Elk Grove Village, Roselle, Palatine, Rolling Meadows, and Hoffman Estates, and is a crossroads for regional corridors stretching north/south and east/west including the Elgin-O’Hare Corridor, Golf Road Corridor, Higgins Road Corridor, and Irving Park Corridor.

Schaumburg’s network is incorporated into CMAP’s Northeastern Illinois Greenways and Trails Plan which provides a framework and guide for making connections between communities and other greenways and trails throughout northeastern Illinois. Schaumburg provides direct bicycle path access to the Ned Brown and Pal Douglas Forest Preserves, which share a border with our community, and constructed and maintains a bicycle path link through neighboring Hoffman Estates into the Poplar Creek Forest Preserve. Further access to more distant preserves in both Cook (Crabtree Preserve) and DuPage County (Mallard Lake Forest Preserve) are also accessible via connecting paths. The Village of Schaumburg has placed a high priority on ensuring regional connectivity as part of our bike network; however this Study will help to further identify critical gaps in the regional bikeway that will better serve our residents, employees and visitors.

The village endeavors to provide safe and efficient multi-modal transportation access to promote alternative transportation, healthy living and reduce the use of vehicles on the roads. These funds will be used to ensure the completeness of our internal network, provide increased connectivity to regional bicycle corridors and Forest Preserves, and incorporate a strategic and effective long-range maintenance effort to facilitate safe and optimal access.

The consultant would be responsible for creating a comprehensive database which analyzes gaps in the network, identifying ways to better connect Schaumburg’s bike network to adjacent communities, recommending appropriate bikeway improvements, and providing estimates for preliminary construction costs for proposed improvements. The database would also be used to prioritize the system gaps enabling the Village to focus on constructing segments that provide the greatest benefit to the community.

As Schaumburg's bike network matures, timely planning and allocation of resources towards maintenance becomes critical to maintaining the award winning network already in place. While the Village currently budgets $75,000 annually for bikeway maintenance, the consultant will also be responsible for the creation of a condition assessment rating system to be implemented by the village to prioritize maintenance so that appropriate funds can be budgeted and prioritized in the village’s Capital Improvement Program. The rating system would also account for elements of safety, state of good repair, ADA access, user volumes, etc.

The Village of Schaumburg expects to put into use awarded funds right away and has already budgeted a local match to cover up to 20% of the overall cost