



**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: Chicago Department of Transportation**

**2. Main Contact for Application:**

Name: Luann Hamilton

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Title: Deputy Commissioner Division of Project Development

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Phone number: 312-742-1987

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Email: [luann.hamilton@cityofchicago.org](mailto:luann.hamilton@cityofchicago.org)

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

Local government

Multijurisdictional group\*  $\longrightarrow$  Please list the members of the group (including government and nongovernmental organizations):

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Nongovernmental organization\*  $\longrightarrow$  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.)

- 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.
- 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.)

- 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 Chicago Department of Transportation (CDOT) will lead an effort to develop a multi-modal transportation plan for the Altgeld Gardens, Eden Green, Golden Gate, and Riverdale neighborhoods in the Riverdale Community Area of the City of Chicago (see attached map).*

#### 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.)

#### **Improved Active Transportation Access to the Riverdale Community Area**

The Chicago Department of Transportation (CDOT) will develop a multi-modal transportation plan for the Altgeld Gardens, Eden Green, Golden Gate, and Riverdale neighborhoods in the Riverdale Community Area. This plan would utilize the City of Chicago's Complete Streets Policy and Pedestrian First Modal Hierarchy to develop recommendations for improving access to existing transit, recreation, and job opportunities, as well as identifying future improvements that increase walking, biking, and transit trips.

These four neighborhoods are surrounded by major barriers that create unique transportation challenges reducing connectivity and access for residents to the rest of the City and region. These barriers include 130<sup>th</sup> Street and the Calumet Water Reclamation Plant to the north, the Metra Electric

District railroad tracks to the west, CSX/Indiana Harbor Belt Railroads and 138<sup>th</sup> Street to the south, and the NICTD/Indiana Harbor Belt railroads and Interstate 94 (Bishop Ford) to the east. The Little Calumet River bisects the community from east to west just south of 134<sup>th</sup> Street and the Union Pacific Railroad bisects the community from north to south at 400 East. In addition to these physical barriers, these neighborhoods lack cohesive sidewalk and bikeway networks making the existing transit service difficult to access, and the existing transit service itself is limited in terms of availability. The surrounding arterial streets are all identified as recommend truck routes as well, creating an additional challenge for people walking and biking due to high truck traffic and speeds.

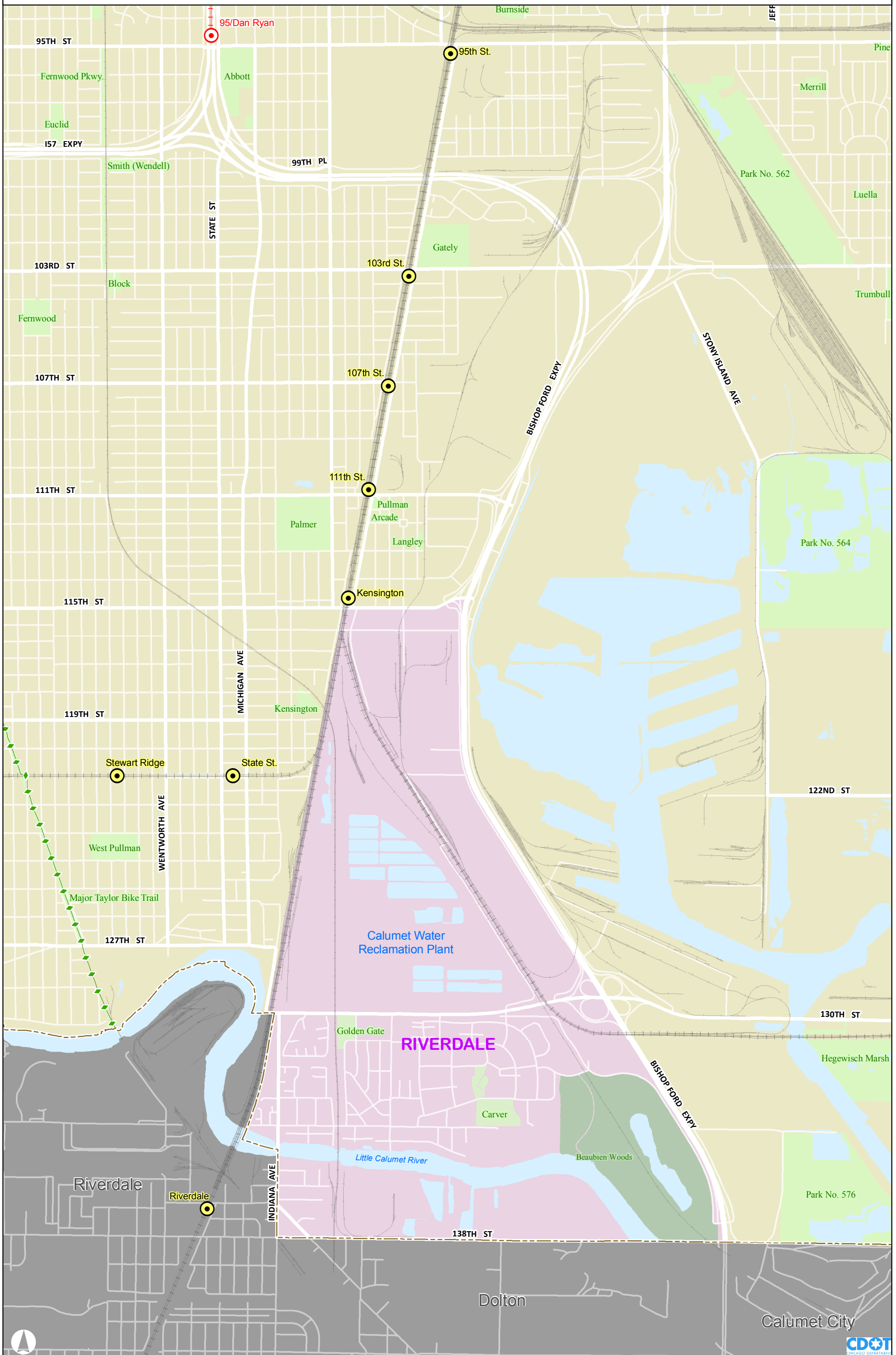
These barriers make it especially difficult for residents to walk, bike, or utilize transit to access adjacent neighborhoods or transit opportunities. This challenge is compounded as almost 50% of households in these neighborhoods do not have access to a car, and approximately 30% of residents commute to work via transit and 10% commute via walking. Improved active transportation networks and amenities will better serve this large percentage of the population currently traveling via walking, biking, or transit. Providing better and more reliable access to these options will also reduce trip times and transportation costs, as the median household income for residents in these neighborhoods varies from \$13,000 to \$14,500, far below the citywide median household income of \$47,250.

A major component of this plan will be to work with neighborhood groups to synthesize existing plans and community-based efforts to improve transportation access and equity. CDOT will work with various community partners, including the Safety Transportation Alliance Council, to identify priorities for improvement and review recommendations from their walkability assessment conducted in 2013 with the Active Transportation Alliance and the Consortium to Lower Obesity in Chicago Children (CLOCC). CDOT will also work with several trails-based groups to improve access to the numerous nearby trails of regional significance, including the Major Taylor Trail, the Cal-Sag Trail, the Wolf Lake Trail System, and future trails as part of the Millennium Reserve. Working with groups such as Friends of the Major Taylor Trail, Friends of the Cal-Sag Trail, the Southeast Environmental Task Force, and Slow Roll Chicago will ensure residents will be able to enjoy these trails for recreational and utilitarian trip purposes, resulting in improved health indicators and better access to jobs and transit.

This plan will also synthesize other existing plans and initiatives such as the Chicago Housing Authority's (CHA) Altgeld Gardens – Philip Murray Homes Master Plan and the Chicago Park District's Park Family Wellness Initiative to identify mid and long-term recommendations to provide safer and better access to, from, and through the community. CDOT will partner with several public sector stakeholders and agencies responsible for transportation improvements to identify opportunities for collaboration and to prioritize capital improvement projects. Projects such as road diets, pedestrian safety and access to transit improvements, and access to trails will be considered. These stakeholders and agencies may include the local Alderman and State Senator, the Chicago Transit Authority, the Regional Transportation Authority, Metra, the Illinois Department of Transportation, the Village of Riverdale, and the Cook County Forest Preserve. Additionally, CDOT will engage public sector agencies responsible for land use and development decisions to ensure future development supports and encourages safe and comfortable active transportation options. These agencies may include the Chicago Department of Planning and Development, the Chicago Housing Authority, and the Chicago Park District.

This approach will ensure that near-term improvements already identified by the neighborhood will be prioritized and funding can be identified, while also setting a vision for mid- and long-term improvements that will further improve transportation safety, access, and connectivity for residents of these neighborhoods.

# Improved Active Transportation Access to the Riverdale Community Area





## CITY COUNCIL

### CITY OF CHICAGO

#### COUNCIL CHAMBER

CITY HALL—SECOND FLOOR  
121 NORTH LA SALLE STREET  
CHICAGO, ILLINOIS 60602  
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## COMMITTEE MEMBERSHIPS

TRANSPORTATION & PUBLIC WAY  
(CHAIRMAN)

BUDGET AND GOVERNMENT OPERATIONS

COMMITTEES, RULES AND ETHICS

EDUCATION AND CHILD DEVELOPMENT

FINANCE

PUBLIC SAFETY

WORKFORCE DEVELOPMENT AND AUDIT

## ANTHONY A. BEALE

ALDERMAN, 9TH WARD  
34 EAST 112TH PLACE  
CHICAGO, ILLINOIS 60628  
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June 20, 2015

Rebekah Scheinfeld  
Commissioner  
Chicago Department of Transportation  
30 N. LaSalle St. Suite 1100  
Chicago, IL 60602

RE: Chicago Department of Transportation CMAP LTA Grant – Riverdale Access Plan

Dear Commissioner Scheinfeld,

As Alderman of 9<sup>th</sup> Ward, I am in support of Chicago Department of Transportation (CDOT) application for a FY 2016 Chicago Metropolitan Agency for Planning (CMAP) Local Technical Assistance (LTA) Grant: *Improved Active Transportation Access to the Riverdale Community Area*. The Altgeld Gardens, Eden Green, Golden Gate, and Riverdale neighborhoods within the Riverdale Community Area are disconnected from the rest of the City of Chicago and surrounding municipalities due to major barriers surrounding them and this plan will improve transportation access within the neighborhoods as well as to surrounding areas. Improvements will benefit all residents, regardless of age or ability, and for all users of the roadways – people walking, riding a bike, accessing transit, or driving.

I look forward to CDOT creating an implementation plan based on projects and priorities already identified by residents of the neighborhoods, while also looking at transportation access and equity to connect residents to opportunities beyond their neighborhoods.

These Improvements will make area streets safer for all users and will result in fewer crashes and a more comfortable environment to travel. Improvements will also spur economic development and create job opportunities for residents. Finally, with several existing and planned trails nearby, providing safe access to these trails via walking and biking will increase recreational opportunities and improve the health and well-being of the residents.

Sincerely,

Anthony Beale  
9<sup>th</sup> Ward Alderman

AB/tm



## Village of Riverdale

157 W. 144<sup>th</sup> Street  
Riverdale, IL 60827-2707  
Phone (708) 841-2200 • Fax (708) 841-7587

**Lawrence L. Jackson**  
Village President

**Karen Holcomb**  
Village Clerk

**Trustees**  
Jerome Russell  
Bradley Smith  
Roderick Jefferson  
Brenda Williams  
Cassandra Riley-Pinkney  
Lawrence Richard-Bey

June 17, 2015

Rebekah Scheinfeld  
Commissioner  
Chicago Department of Transportation  
30 N. LaSalle St. Suite 1100  
Chicago, IL 60602

RE: Chicago Department of Transportation CMAP LTA Grant – Riverdale Access Plan

Dear Commissioner Scheinfeld,


As Mayor of the Village of Riverdale, I am happy to submit this letter of support for the Chicago Department of Transportation (CDOT) application for a FY 2016 Chicago Metropolitan Agency for Planning (CMAP) Local Technical Assistance (LTA) Grant: *Improved Active Transportation Access to the Riverdale Community Area*. The Village of Riverdale borders the southwest corner of the Riverdale Community Area in the City of Chicago and improved transportation access will benefit residents of both municipalities by creating connections to existing and planned transportation infrastructure.

Improvements to Indiana Avenue and 138<sup>th</sup> Street will make these streets safer for all users – people walking, biking, accessing transit, or driving – and will result in fewer crashes and a more comfortable environment to travel. Improvements will also spur economic development and create job opportunities for residents. Finally, with the planned extension of the Cal-Sag Trail on the horizon, providing safe access to the trail via walking and biking will increase recreational opportunities and improve the health and well-being of my constituents.

The Village of Riverdale looks forward to being a stakeholder in this project and providing input in the plan as necessary.

Thank you and I look forward to working with you.

Sincerely,

  
Lawrence L. Jackson  
Mayor