

SAFETY REPORT DISTRICT 97



Created by volunteers of
Bike Walk Oak Park

Fall 2022

Message from Bike Walk Oak Park

Dear Village of Oak Park stakeholders,

Bike Walk Oak Park (BWOP) is submitting this safety report to analyze vehicular violence that continues to occur around our schools and to lay the groundwork for a comprehensive plan that addresses these issues.

BWOP has reached out to Village Hall, D-97 boards and administration in the past to inquire how incidents of vehicular violence will be addressed. We continue to appeal to the Village and D-97 to take pedestrian and cyclist crashes seriously, violence that is tied to an increase of speeding and cut-through traffic. A comprehensive approach that encompasses all D-97 schools must be implemented.

We understand that the Village intends to develop a Vision Zero plan. BWOP strongly supports this measure, but encourages the Village not to wait to prioritize traffic and commuter safety concerns around our schools. Safe Routes to Schools maps must be updated and traffic calming measures should be responsive to the crash data in this report. BWOP has engaged with PTOs at Julian, Beye, Longfellow, and Irving regarding this issue, and we know that parents support traffic and safety improvements. Most parents have stories of near-misses and unsafe driving occurring on a daily basis around their schools.

This is a Village-wide issue, with our most vulnerable residents at risk. Please help us push this topic of safety improvement forward.

Sincerely,
the Bike Walk Oak Park Advocacy Team

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INTRODUCTION

This study was undertaken by concerned volunteers from Bike Walk Oak Park, many of whom have children within District 97 (D-97). Volunteers analyzed crash data from 2018-2021 to determine patterns surrounding the 10 schools that comprise D-97. The objective of this report is to act as a catalyst for creating a more walkable and bikeable community for D-97 students and community residents.

While safety of students is our main concern, the impacts of providing students with the ability to walk, bike, or roll to school go beyond safety. Numerous studies confirm the health and learning benefits of active transportation for students (1). One study found that after walking for 20 minutes, children responded to test questions with greater accuracy and had more brain activity than children who had been sitting (2). Children also completed learning tasks faster and more accurately following physical activity. And walking one mile to and from school each day is two-thirds of the sixty minutes of daily physical activity recommended for children by the World Health Organization.

Using active transportation benefits family finances. Transportation is the second highest household expense in the United States (3). Driving a newer sedan costs an average annual amount of \$9,666; the rising cost of fuel is making driving more expensive (4). While distance to school is the most reported barrier to walking and bicycling, private vehicles still account for almost half of school trips between 1/4 and 1/2 mile (5). But without safe walking and biking conditions, many families are having to choose between increased costs and potentially putting their children at risk by walking, biking, or rolling to school.

Safety improvements in students' routes to school will benefit the larger Oak Park community. Many elementary schools are close or adjacent to Park District grounds and facilities, and all are embedded in neighborhoods that all local residents utilize. Furthermore, trips that could easily be covered on foot or bike add tens of thousands of tons of greenhouse gases to the atmosphere annually.

To bring about real change at the street level, collaboration is required from a coalition of leaders from D-97, the Village of Oak Park, and the Illinois Department of Transportation (IDOT). Bike Walk Oak Park strongly encourages these organizations to step up their efforts to make Oak Park safer for all active transportation users, but especially for our students. **Please don't let this call to action go unanswered.**



VILLAGE OPPORTUNITIES

UNSAFE WALKING & BIKING CONDITIONS



Drivers ignoring right-of-ways for pedestrians, failing to stop at stop signs, and perpetrating hit-and-runs are just a few of the dangers experienced regularly. A lack of safe infrastructure contributes to these conditions: non-functioning pedestrian-activated crosswalk buttons ('beg buttons'); lack of signage for safe cycling routes; and design that facilitates cut-throughs on neighborhood side streets to avoid thoroughfares.

- CALL TO ACTION 1:** Identify the most dangerous intersections using our heat maps.
- 2:** Select the most effective safety infrastructure for each location.
 - 3:** Develop comprehensive budget and multi-year plan for build-out.
 - 4:** Implement the 2015 Greenways Plan, *which would apply similar principles and infrastructure Village-wide.*



LACK OF MUNICIPAL STAFF RESOURCES DEDICATED TO ACTIVE TRANSPORTATION

Village staff have reported being under-resourced in terms of active transportation planning and implementation. BWOP believes that we need a *fundamental shift of priorities that places walking and biking safety at the center of all transportation and infrastructure projects.* This shift will require increased investment in staff time and resources. When our most vulnerable residents are at most risk from this lack of investment, we are not living and working according to our Village values.

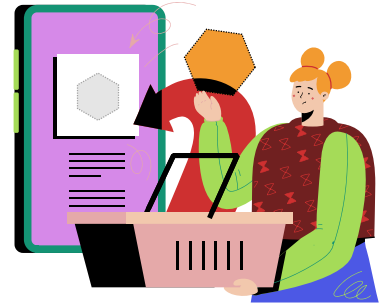
- CALL TO ACTION 1:** Take every project as an opportunity to follow the Village's Complete Streets policy.
- 2.** Utilize alternative metrics - safety, accessibility, & user comfort - in addition to traditional measures of speed, travel time, and vehicular capacity.



VILLAGE OPPORTUNITIES

TRANSPARENT COMMITMENT TO ACTIVE TRANSPORTATION

D-97 has no unified policy regarding encouraging (or even allowing) biking to school, and individual schools discourage it. D-97 has the responsibility to proactively educate students and families about pedestrian and bike safety, and students receive state-mandated Bike-Walk Education curriculum. But takeaways are not shared with parents and caregivers.



CALL TO ACTION 1: Adopt districtwide policy allowing and promoting biking and walking to school.

- 2: Communicate highlights of bike-walk curriculum with caregivers.**
- 3: Include safe bike/walk route planning exercises in curriculum.**
- 4: Partner with Village and community organizations on bike and walk to school days.**

NO IDENTIFICATION OF SUSTAINABLE FUNDING SOURCES FOR BIKING AND WALKING



Until recently, Oak Park taxing bodies have failed to identify and apply for grant funding for pedestrian and cycling investment. There are numerous funding sources available to help realize a Vision Zero plan and create Safe Routes to School. If all local taxing bodies prioritize improved safety for walking and biking and act on this, we have the capacity to transform the transportation landscape of our Village.

CALL TO ACTION 1: Use list of funding sources (p. 24) to identify opportunities.

- 2: Add staff capacity in grant development and administration.**



VOCABULARY AND CONCEPT OVERVIEW

The following tools and strategies apply to safety issues identified across many D-97 schools.

Daylighting:

Daylighting is a safety measure achieved by removing parking spaces adjacent to curbs around an intersection, increasing visibility for pedestrians and drivers and minimizing conflicts.



Pavement Markings:

Pavement markings can communicate information to road users like no other traffic control device. They provide continuous information to road users.



Regulatory Signage:

Regulatory road signs are used to remind drivers of regulations which are in effect. Regulatory road signs also keep users apprised of legal requirements that apply in the area.



Pedestrian Scramble:

Scramble intersections can make busy intersections much safer for pedestrians. Since no vehicles are permitted while the walk signal is active, pedestrians don't have to worry about vehicles trying to pass through the intersection at the same time.

HAWK crosswalk:

'**H**igh-intensity **A**ctivated cross**W**alk' that is user-activated to help pedestrians and cyclists cross safely.



Pedestrian crossing button ('beg button'):

Push-button crossing that signals 'walk' upon request, designed to maximize the length of the green signal for drivers. Drivers assume they have the right of way unless the walk is activated (not true); buttons may be difficult for people with disabilities to reach; and they are inconsistently activated.



Raised pedestrian 'tabletop' crossing:

Ramped speed table spanning the roadway, often demarcated with paint or special paving, to slow traffic and make pedestrians more prominent in driver's field of vision. Often employed mid-block.



Data and Key Findings

Crash data was procured through FOIA requests from Oak Park Village Hall. 2018 – 2019 crashes were compiled from Oak Park’s Public Works Department and 2020 – 2021 data was compiled by the Oak Park Police Department. This shift in source departments reflects data system changes and improvement efforts within Village Hall. We chose not to use publicly available crash data through the Illinois Department of Transportation because of its failure to document pedestrian and cyclist crashes. Additionally, IDOT data is released with 2-year delays. Raw data is available on the Bike Walk Oak Park website (6).

Data was plotted and visualized using ArcGIS. Data sets include crashes involving:

- o vehicle - vehicle
- o vehicle - pedestrian
- o vehicle - cyclist

BWOP chose to include all crashes (not just bike/pedestrian crashes) to identify high-crash intersections across all modes as locations of focus for Safe Routes to School investment.

The table on p. 11 orders D-97 schools in descending order by crashes that have occurred since 2018 within a quarter mile of school. Although the reported number of bike and pedestrian-involved crashes is lower than vehicle-vehicle crashes, high levels of vehicle-vehicle crashes create unsafe environments for all road users. In addition, studies show that *bike- and pedestrian-involved crashes and injuries are under-reported by at least 25%* (7).

The number of bicycle and pedestrian crashes visualized on school maps does not always correspond to the number reported by school because multiple datasets incorporated into one map sometimes caused display issues. 'Floating' bike and pedestrian crash locations off the street grid reflect that bike and pedestrian crash locations tend to be reported with less precision.

Our key findings are summarized in school-by-school analyses. Observations derive from personal experience and map analyses, and are not comprehensive. **Location-specific interventions should be developed through more extensive community feedback and detailed field studies.**

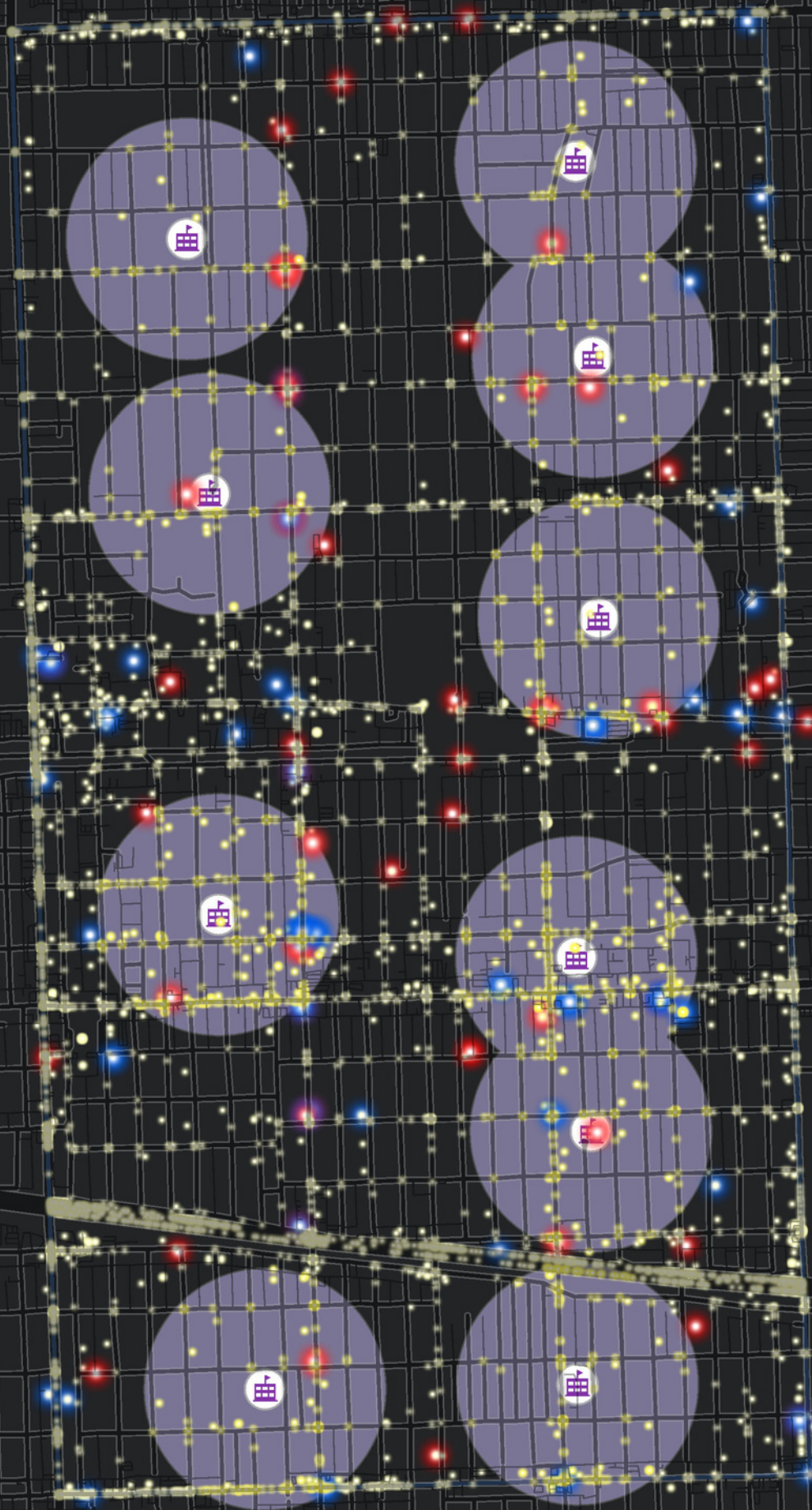


DATA REVIEW

School	Total Crashes (since 2018)	Bicycle & Pedestrian Crashes (since 2018)
Percy Julian Middle School	401	21
Gwendolyn Brooks Middle School	367	20
Beye Elementary School	185	9
Whittier Elementary School	181	6
Lincoln Elementary School	166	6
Longfellow Elementary School	158	10
Holmes Elementary School	114	8
Irving Elementary School	106	7
Mann Elementary School	68	5
Hatch Elementary School	65	6
TOTAL	1,811	98

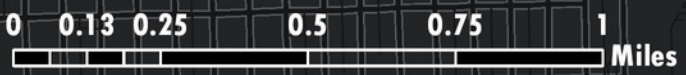


All Crashes (2018-2021)



Legend

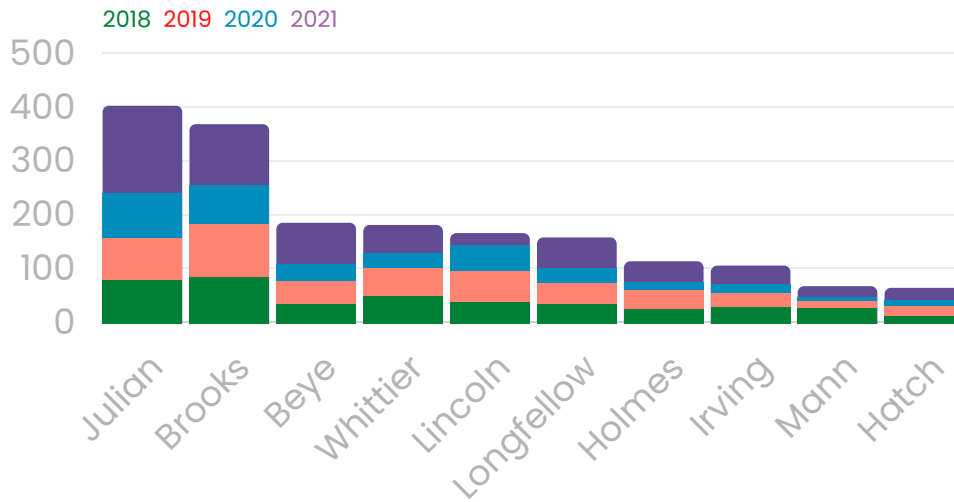
- Bicycle
- Pedestrian
- Vehicle-on-Vehicle
- Other



KEY FINDINGS

Have Crashes Near Schools Increased?

Crashes within 1/4 mile of D-97 Schools from 2018-2021, By School

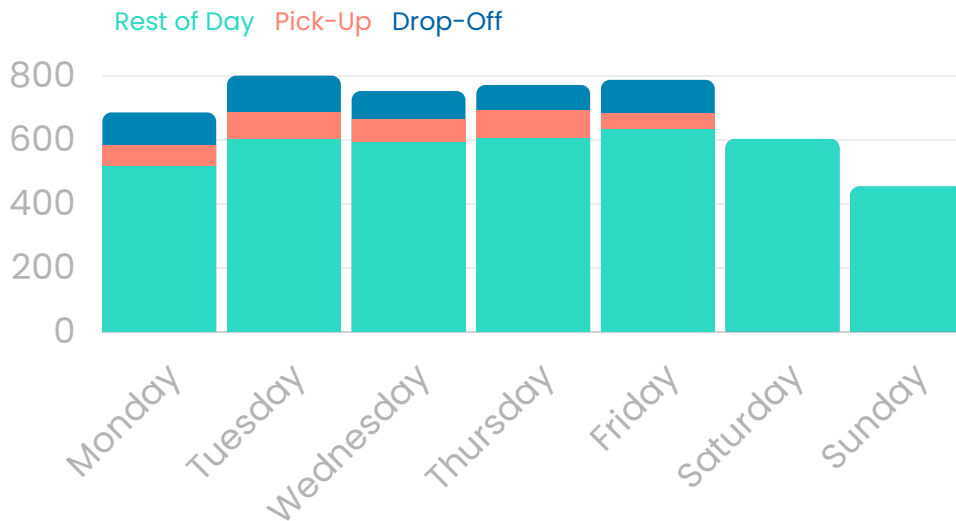


82
bicycle and pedestrian crashes have occurred near schools since 2012

1,145
crashes took place on school days

Which Days See the Most Crashes?

Crashes within 1/4 mile of D-97 Schools from 2018-2021, By School



845
crashes occurred during pick-up and drop-off times

73%
of all crashes took place on school days

28% of all crashes near D-97 schools take place during pick-up or drop-off times.

PERCY JULIAN MIDDLE SCHOOL

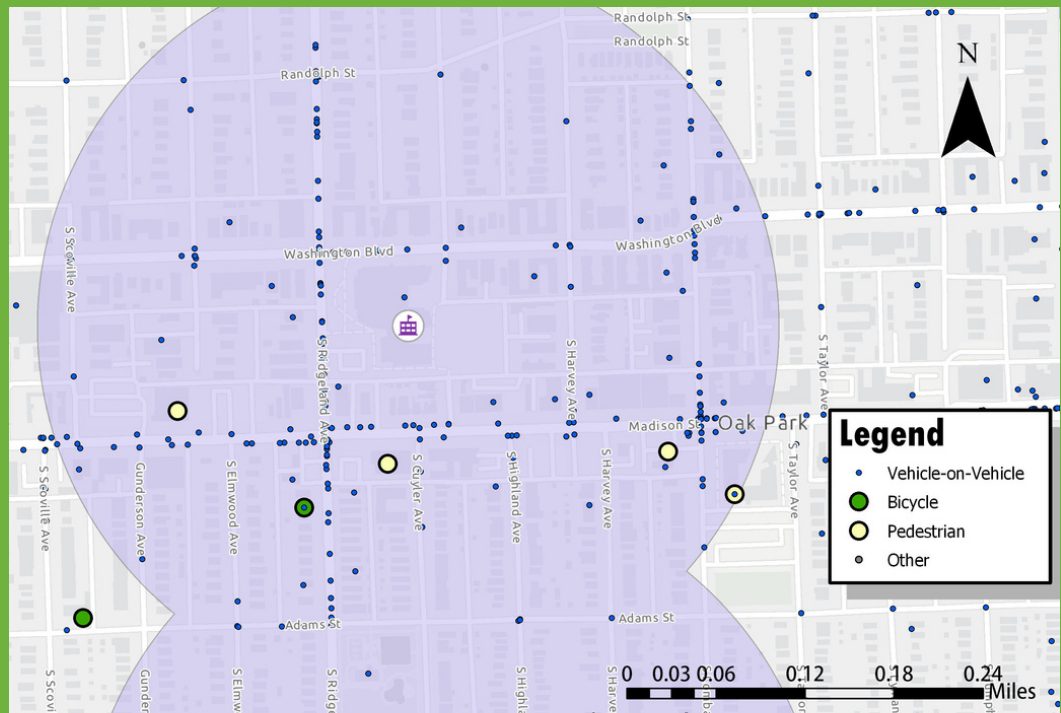
416 S RIDGELAND AVE, OAK PARK, IL 60302
STUDENT ENROLLMENT IN 2020: 953

SNAPSHOT

CRASHES SINCE 2019:

401

BIKE-WALK RATING:



Crashes within 1/4 Mile of School (2018-2021)

OBSERVATIONS

Surrounded by arterial streets, Julian is only as safe as those arteries.

High crash rates along Madison, Ridgeland and Washington tell much of the story. While Madison gained safety improvements through to the 'diet', Ridgeland and Madison have not.

Limited options for crossing arterials increases risky behavior on behalf of all road users.

Long unsignaled stretches of Madison, Washington, and Ridgeland limit mobility for pedestrians and cyclists while encouraging fast, inattentive driving.

Here as elsewhere, 'beg buttons' shorten the window for pedestrians to cross.

The 'Walk' signal doesn't appear unless you push a button, assuming the button works.

RECOMMEND:

Traffic calming measures (curb bump-outs and/or new signaled crossings) along Washington; consider a pedestrian scramble at Washington and Ridgeland. HAWK signals or table top crossings along Madison and Ridgeland; daylighting; beg button removal; better pavement markings; enforcement

GWENDOLYN BROOKS MIDDLE SCHOOL

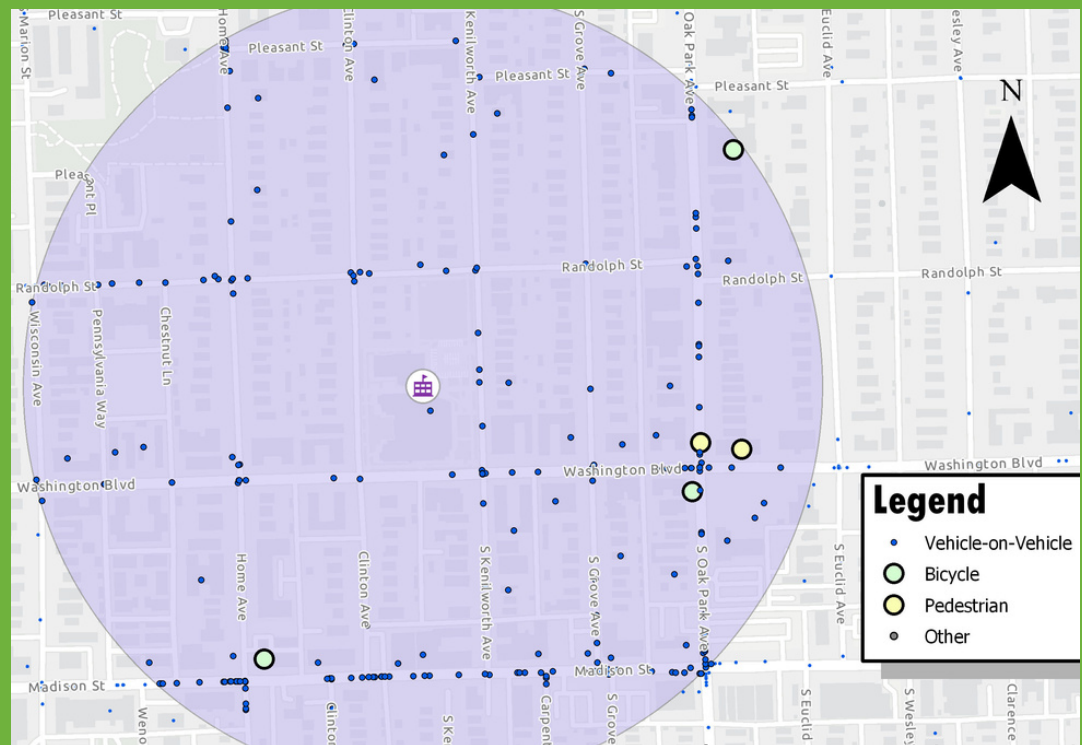
325 S KENILWORTH AVE, OAK PARK, IL 60302
STUDENT ENROLLMENT IN 2020: 901

SNAPSHOT

CRASHES SINCE 2019:

185

BIKE-WALK RATING:



OBSERVATIONS

Washington Blvd.: too fast, no crossings.

There are *no signaled stops and only one marked crosswalk* (at Clinton) between Oak Park and Home Ave., essentially isolating the school in terms of safe routes from the south on foot.

Randolph and Kenilworth: poor visibility, too many parked cars.

No parking lanes have been removed along perimeter (some blocks are designated for D-97 staff parking). Though Kenilworth becomes one-way south at pick-up and drop-off, narrow streets and poor visibility contribute to high crash rates. Along Randolph, dangerous conditions extend along its entire length within the school's radius.

RECOMMEND:

New signaled crossing across Washington; permanent one-way street sections along Kenilworth and Clinton; strategic parking lane removal or shrinkage abutting school; daylighting; multiple traffic calming islands or tabletop crossings along Randolph; beg button removal; better pavement markings; enforcement

WILLIAM BEYE ELEMENTARY SCHOOL

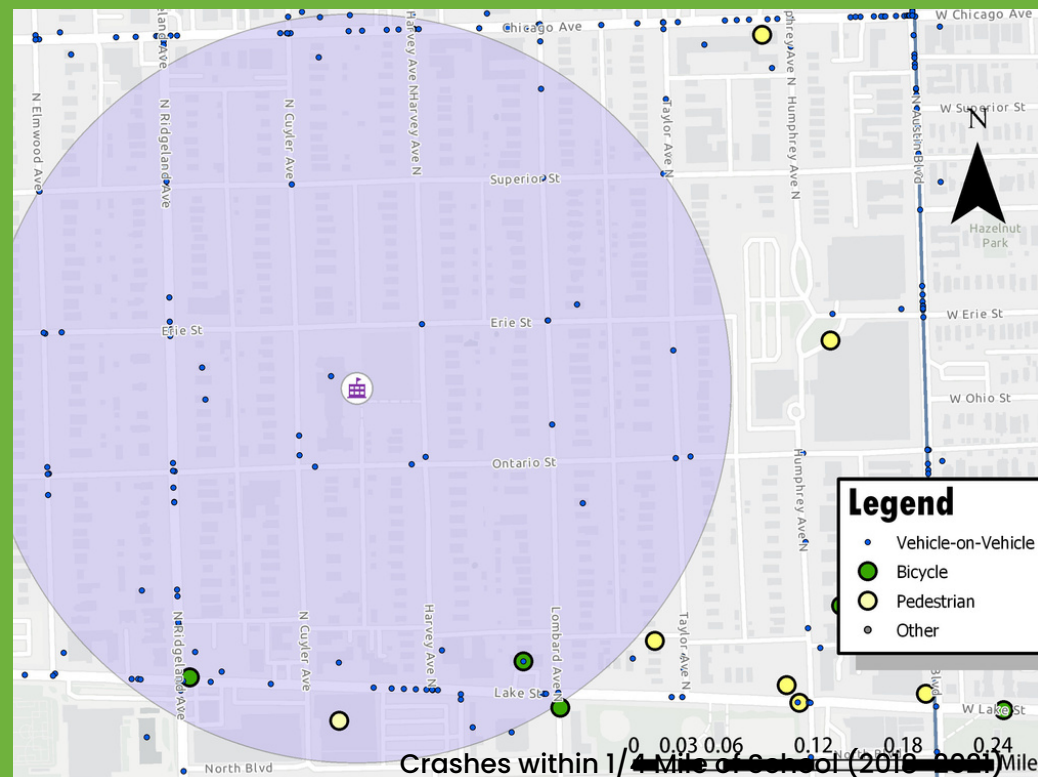
230 N CUYLER AVE, OAK PARK, IL 60302
STUDENT ENROLLMENT IN 2020: 363

SNAPSHOT

CRASHES SINCE 2019:

367

BIKE-WALK RATING:



OBSERVATIONS

The arteries are the problem.

High crash rates along Ridgeland and Lake are what makes the Beye area dangerous. Cars are not able to safely slow or turn, and pedestrians are not able to safely cross on Ridgeland at Erie and Ontario.

Removing parking lanes, restricting access at pick-up and drop-off is working.

Restricted parking along one side of Ontario, Erie, and Cuyler around pick-up and drop-off, along with making Erie one-way during these times, is making the school perimeter safer.

RECOMMEND: HAWK or new signaled crossing at Erie and Ridgeland; pedestrian bump-outs at Ridgeland/Erie and Ridgeland/Ontario; beg button removal; better pavement markings; enforcement

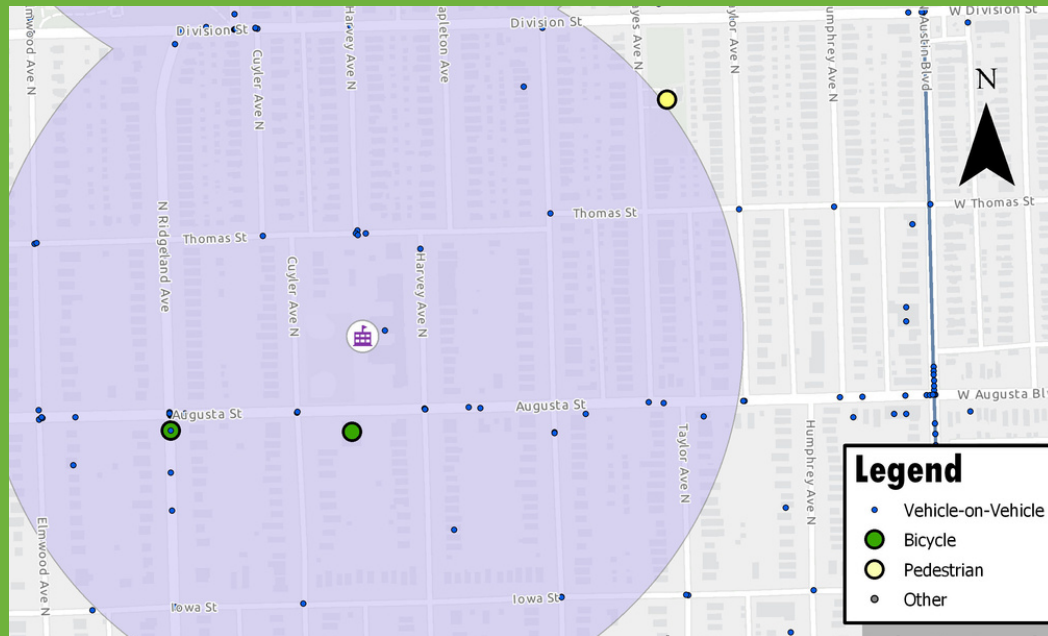
JOHN GREENLEAF WHITTIER ELEMENTARY SCHOOL

715 N HARVEY AVE, OAK PARK, IL 60302
STUDENT ENROLLMENT IN 2020: 408

SNAPSHOT

CRASHES SINCE 2019:
181

BIKE-WALK RATING:



Crashes within 1/4 Mile of School (2018-2021)

OBSERVATIONS

Poor visibility on Thomas

Parked motor vehicles on Thomas (especially at Cuyler and Harvey) cause crashes due to poor visibility at crossings. Cars commonly park in yellow no-parking zones.

Too much competition along Augusta

Many crashes along Augusta are caused by competition between parked cars, pedestrians, and cyclists at school rush hour. Many pedestrians cross mid-block between Dole Library and Whittier.

What's working:

One-way streets on Harvey (permanent) and Cuyler (during pick-up and drop-off) between Augusta and Ridgeland).

RECOMMEND:

Daylighting on Thomas; parking removal abutting school on N side of Augusta; tabletop crossing across Augusta at Dole Library; beg button removal; better pavement markings; enforcement

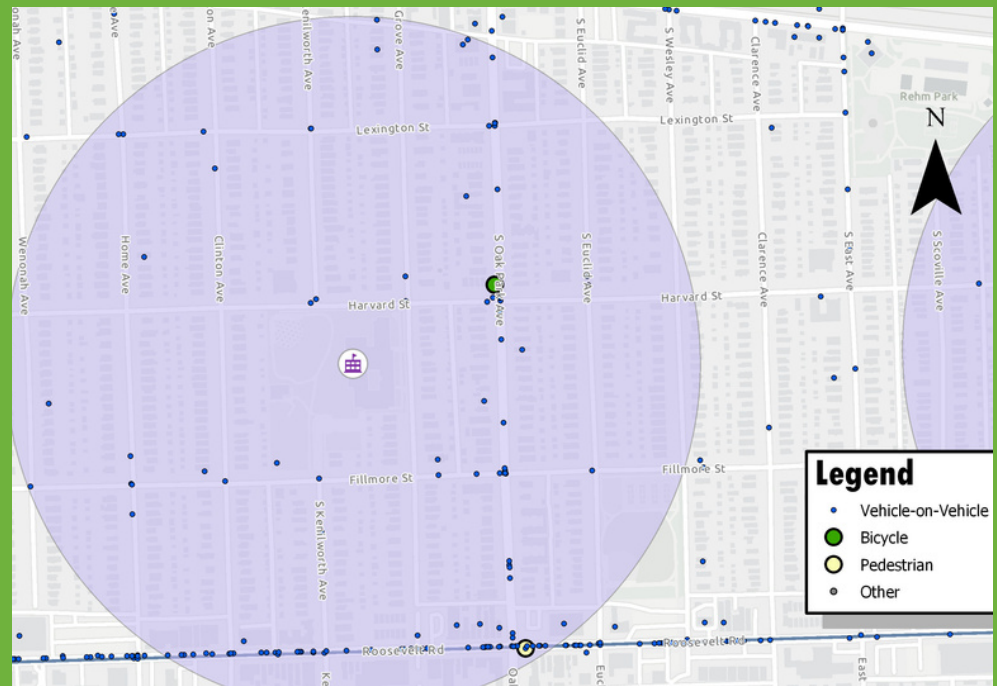
ABRAHAM LINCOLN ELEMENTARY SCHOOL

1111 S GROVE AVE, OAK PARK, IL 60304
STUDENT POPULATION IN 2020: 615

SNAPSHOT

CRASHES SINCE 2019:
166

BIKE-WALK RATING:



Crashes within 1/4 Mile of School (2018-2021)

OBSERVATIONS

Fillmore used as a Madison bypass.

Fillmore's high crash rate may be linked to its proximity to Madison, making it a popular cut-through.

Oak Park Avenue: dangerous at Harvard and Fillmore.

Harvard/Oak Park is a signaled intersection, but too many accidents still occur. At Fillmore, unsignaled crosswalks are not enough.

What's working:

Grove's short one-way run and the Kenilworth cul-de-sac reduce school perimeter traffic and conflicts.

RECOMMEND: Traffic-slowing improvements (bump-outs, tabletop crossings, and pedestrian islands) along Fillmore; pedestrian bump-outs at Oak Park/Harvard; better pavement markings; enforcement at intersections; remove beg buttons.



HENRY WADSWORTH LONGFELLOW ELEMENTARY SCHOOL

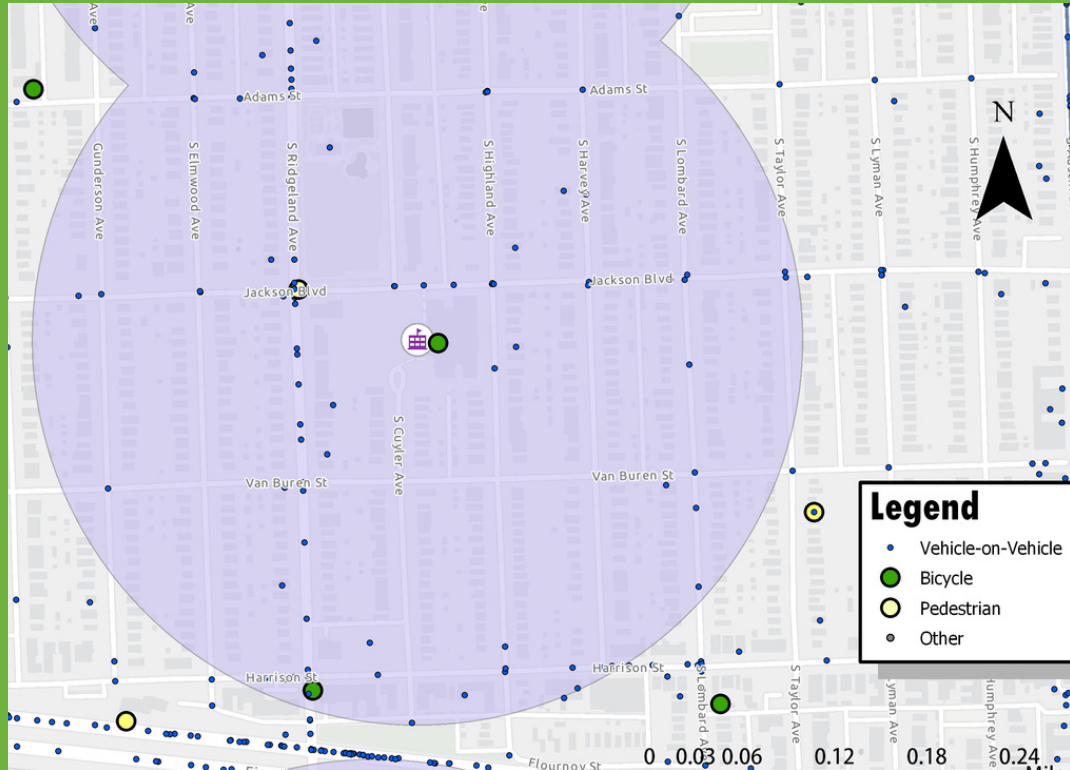
715 HIGHLAND AVE, OAK PARK, IL 60304
STUDENT ENROLLMENT IN 2020: 610

SNAPSHOT

CRASHES SINCE 2019:

158

BIKE-WALK RATING:



OBSERVATIONS

Crossing Jackson is dangerous.

Crossing Jackson Blvd at any un-signalized intersection is dangerous, with drivers rarely seeing or stopping for pedestrians.

Crossing Ridgeland is dangerous.

Van Buren and Adams are used by families as east/west commuting streets for walking and biking, but crosswalks are either nonexistent or not clearly marked.

Dangerous drop-off hotspot.

Cuyler and Van Buren is a busy location where many students dropped off by car access playground.

RECOMMEND:

HAWK crossings, bump-outs, and daylighting at Ridgeland/Van Buren and Ridgeland/Adams; bump-outs and daylighting at Cuyler/Van Buren; traffic calming at Cuyler/Jackson crossing (bump-outs, refuge island); at pick-up and dropoff, close Cuyler cul-de-sac to cars and close Highland or make it one-way; parking restriction enforcement on Jackson.

OLIVER WENDELL HOLMES ELEMENTARY SCHOOL

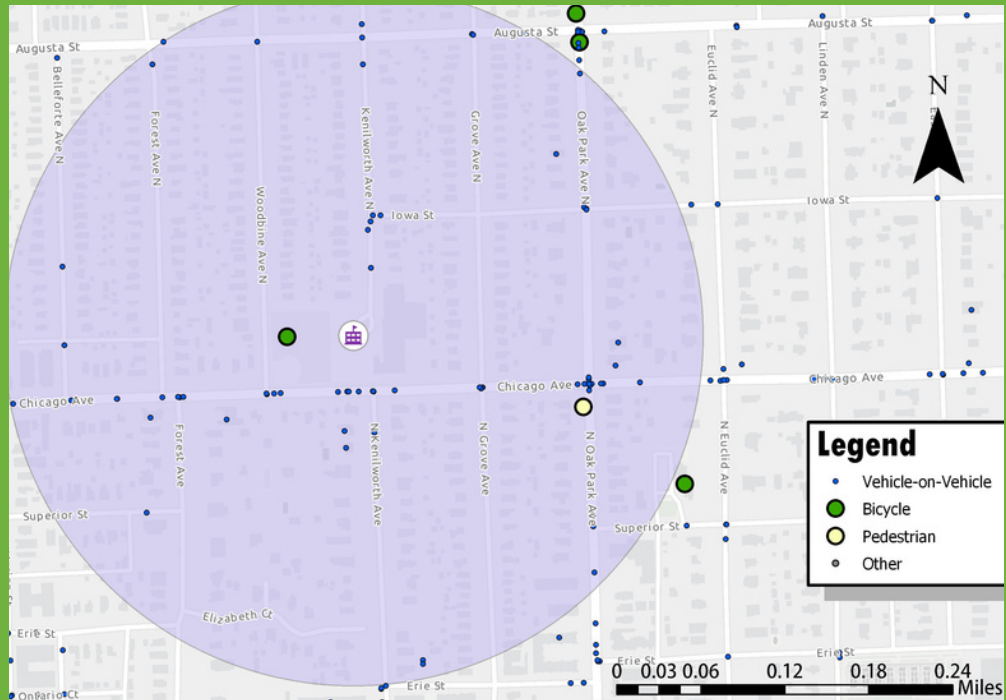
508 N. KENILWORTH AVE, OAK PARK, IL 60304
STUDENT POPULATION IN 2020: 472

SNAPSHOT

CRASHES SINCE 2019:

114

BIKE-WALK RATING:



Crashes within 1/4 Mile of School (2018–2021)

OBSERVATIONS

Chicago Avenue is dangerous at signaled and unsignaled crossings.

At Chicago and Kenilworth, cars turning left and right onto Kenilworth don't yield for pedestrians. At Woodbine, they don't consistently yield to the HAWK crossing. At Forest, marked crosswalks are not headed by drivers.

Parked cars create dangerous conditions.

While parking is restricted or off limits along the N side of Chicago during pick-up and drop-off, drivers often park illegally, decreasing visibility of pedestrians.

Traffic backups increase opportunism and risky decisions.

During pick-up and drop-off, east- and westbound traffic backs up between Oak Park and Kenilworth.

RECOMMEND:

Left- and right turn signal regulations or pedestrian scramble at Kenilworth; tabletop crossings across Chicago; better pavement markings; enforcement of no-parking zones.



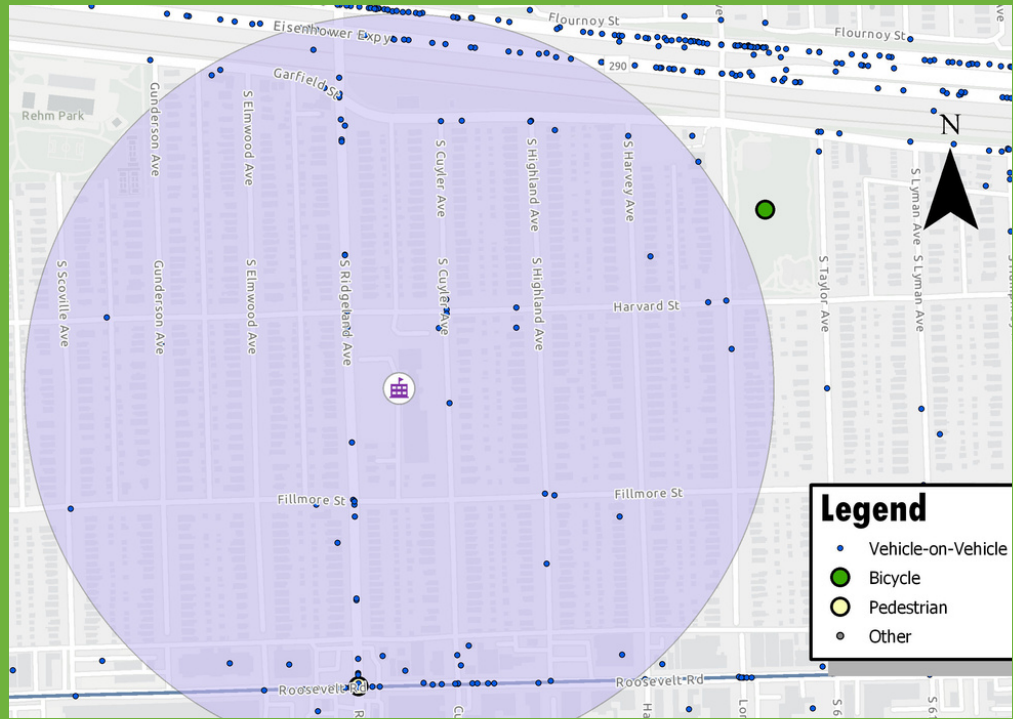
WASHINGTON IRVING ELEMENTARY SCHOOL

1125 S. CUYLER AVE, OAK PARK, IL 60302
STUDENT POPULATION IN 2020: 508

SNAPSHOT

CRASHES SINCE 2019:
106

BIKE-WALK RATING:
★★★★☆



Crashes within 1/4 Mile of School (2018-2021)

OBSERVATIONS

Ridgeland at Fillmore is a problem.
While not a safe crossing for pedestrians, Ridgeland at Fillmore is defined by a crosswalk and is a hotspot for crashes.

A rash of crashes at Cuyler and Harvard.
Cars that park up to the intersection along Cuyler south of Harvard obscure visibility for all.

What's working: a one-way, parking restrictions, and a pedestrian bump-out.
A one-way stretch of Cuyler abutting school, pedestrian bump-outs at Cuyler and Harvard, and restricted parking on Fillmore create safer conditions along the school's perimeter.

RECOMMEND: Pedestrian bump-outs, pedestrian island, and/or a HAWK signal at Ridgeland/Fillmore; daylighting at Cuyler and Harvard; better pavement markings; beg button removal.

HORACE MANN ELEMENTARY SCHOOL

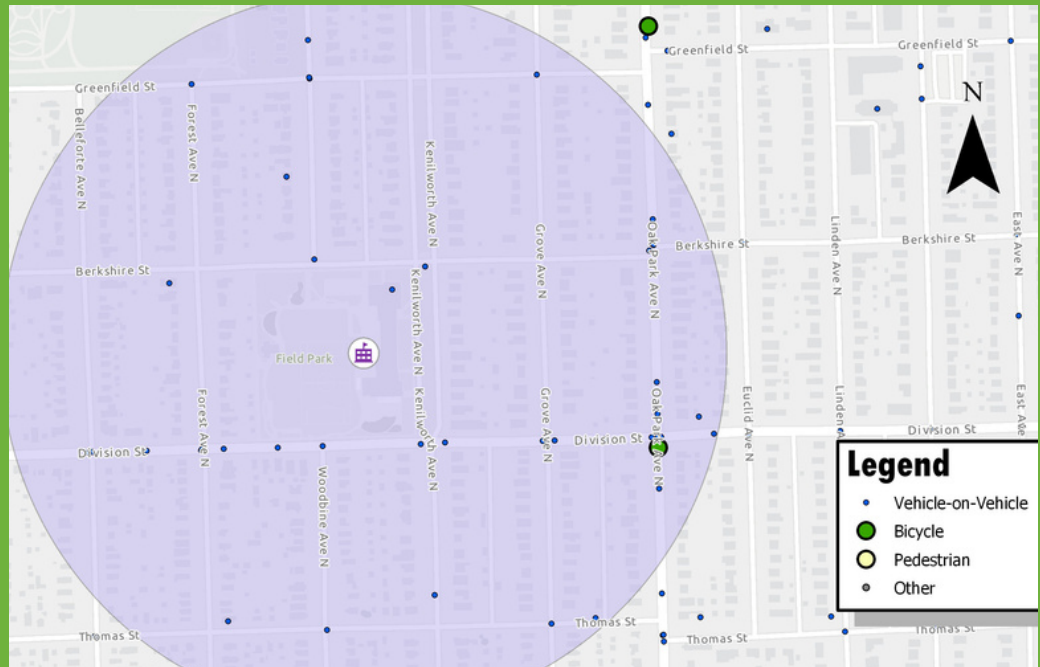
921 N. KENILWORTH AVE, OAK PARK, IL 60302
STUDENT POPULATION IN 2020: 416

SNAPSHOT

CRASHES SINCE 2019:

68

BIKE-WALK RATING:



Crashes within 1/4 Mile of School (2018-2021)

OBSERVATIONS

Arteries are most of the problem.

Division and Oak Park Ave. see the most crashes. On Oak Park, problems include motorists not yielding when turning on red or obeying speed limits.

Poorly marked bike lanes.

On Division, parking lanes have been replaced by bike lanes, removing a primary source of conflict. But the lanes' markings are fading or absent and the pavement is damaged. In this condition, motorists are more likely to use them for passing or parking.

Mid-block access on Kenilworth is dicey.

Kenilworth has a great pedestrian island along its length, but no mid-block access (where pedestrians often cut across to access school entry).

RECOMMEND:

Repaint and enhance bike lanes on Division; tabletop crossing mid-block on Kenilworth at Mann; remove beg buttons; enforcement at intersections.



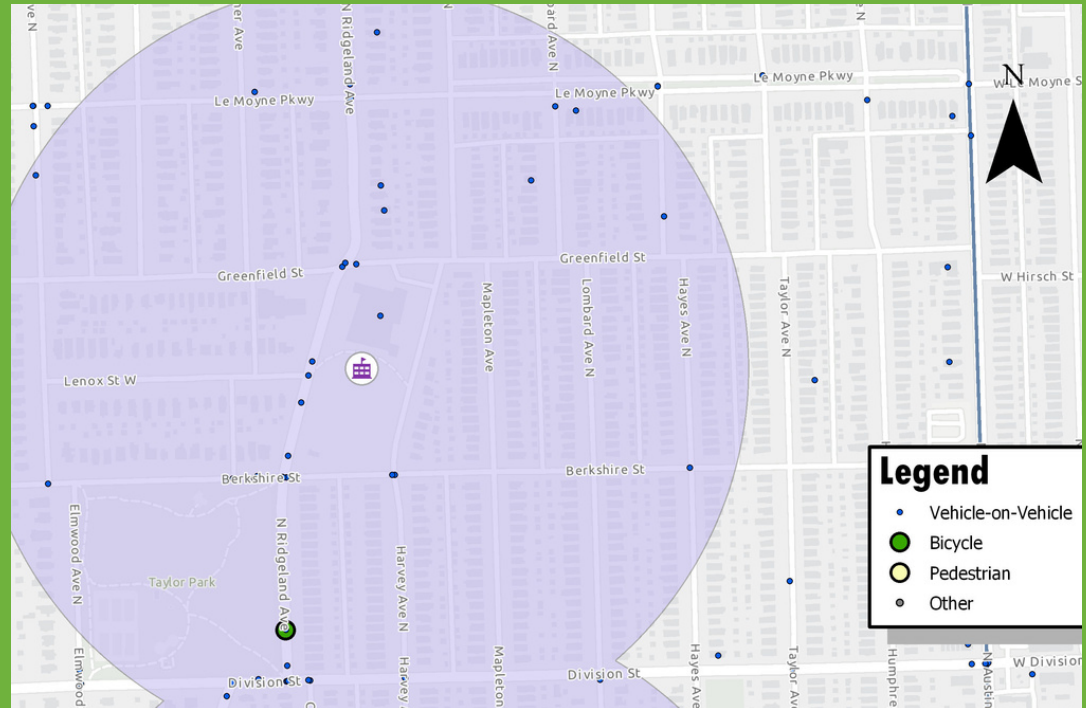
WILLIAM HATCH ELEMENTARY SCHOOL

1000 N. RIDGELAND AVE, OAK PARK, IL 60301
STUDENT POPULATION IN 2020: 352

SNAPSHOT

CRASHES SINCE 2019:
65

BIKE-WALK RATING:
★★★★



Crashes within 1/4 Mile of School (2018-2021)

OBSERVATIONS

The artery is the problem.

Most crashes occur on Ridgeland between Berkshire and Greenfield – the stretch that includes an intermittent, poorly marked no parking and drop-off zone along the east side.

Hotspot: unprotected pedestrian crosswalk.

Greenfield and Ridgeland is a crash hotspot, influenced by a curve in Ridgeland and a marked, un-signalized pedestrian crossing across Ridgeland.

RECOMMEND:

HAWK crossing or other traffic slowing at Ridgeland/Greenfield; increased enforcement of no parking zones; better pavement markings; remove beg buttons.

APPENDIX: APPLICABLE FUNDING SOURCES

This section is a compilation of funding sources for projects and programs intended to improve walking and bicycling conditions and to increase the safety of travel by these and other modes. Strategies to improve bicycle and pedestrian safety, mobility, and accessibility can include:

1. Infrastructure improvements,
2. Enforcement measures, policies, and recommendations
3. Education and marketing efforts

A number of grants are available through the Illinois Department of Transportation (IDOT). Money is available to IDOT through federal funds in order to reduce motor vehicle, pedestrian, and bicycle crashes, fatalities, and injuries, and to increase safety for all users of our roadways.

Funding Source	On-Street & Off-Street Cycling Facilities	Intersection Improvements	Recreational trails	Safety education and awareness activities	Traffic Calming
Safe Routes to School	✓	✓	✓	✓	✓
ITEP	✓	✓	✓		✓
HSIP		✓			✓
CMAQ/TAP	✓	✓	✓		
Rec. Trails Program	✓	✓		✓	
STBG	✓	✓	✓		
STEP				✓	
OSLAD			✓		
Rails-to-Trails	✓		✓		
Bicycle Path Program			✓		
STP-L	✓	✓	✓	✓	✓
Bike Walk Every Town	✓	✓	✓	✓	✓
AARP Com. Challenge	✓		✓		
Invest in Cook	✓	✓	✓	✓	✓



APPENDIX: APPLICABLE FUNDING SOURCES

In addition to identifying applicable funding sources, this report aims to inform residents about the organizations/groups that can apply for applicable funding sources. Groups like school districts and/or parent-teacher organizations (PTOs) are often overlooked as grant applicants, but several grants allow them to apply and be awarded funds.

However, municipal governments have access to the widest range of grant sources and project types, indicating that they should be the primary applicant for grants and the leading voice for change within the community, aided by the efforts of advocates and non-profits.

Funding Source	Municipal Governments	Non-Profit Organizations	School Districts	Parent-Teacher Associations
Safe Routes to School	✓	✓	✓	✓
ITEP	✓			
HSIP	✓	✓		
CMAQ/TAP	✓			
Rec. Trails Program	✓	✓	✓	✓
STBG	✓			
STEP	✓			
OSLAD	✓			
Rails-to-Trails	✓	✓	✓	✓
Bicycle Path Program	✓			
STP-L	✓			
Bike Walk Every Town	✓	✓	✓	✓
AARP Com. Challenge	✓	✓	✓	✓
Invest in Cook	✓	✓	✓	✓



APPENDIX: APPLICABLE FUNDING SOURCES

Safe Routes to School (SRTS) is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. Nationally, 10%–14% of car trips during morning rush hour are for school travel. SRTS initiatives improve safety and levels of physical activity for students. SRTS programs can be implemented by a department of transportation, metropolitan planning organization, local government, school district, or even a school.

The **Illinois Transportation Enhancement Program (ITEP)** is a grant program designed to allocate resources to well planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts to develop and build safe, valuable and functional projects in a timely manner.

Illinois' **HSIP** is a core federal program intended to produce a measurable and significant reduction in fatalities and serious injuries resulting from traffic related crashes on all public roads. HSIP is a data-driven, strategic approach program for infrastructure improvements administered by the Federal Highways Administration (FHWA). Emphasis is placed on performance. States are required to set performance measures and targets for reductions in the number of fatalities and serious injuries and the reduction in the rate of fatalities and serious injuries per million vehicle miles traveled. In addition, ensuring there are reductions in fatalities and serious injuries on rural major and minor collector roads and rural local roads as well as with older (>65 years old) drivers and pedestrians is a priority.

The **Congestion Mitigation and Air Quality (CMAQ)** Improvement Program is a federally funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The overall goals of the CMAQ Program are to improve air quality and reduce congestion, as established in the Federal authorizing legislation.

IDOT's **Recreational Trails Program** provides up to 80% funding assistance for acquisition, development, rehabilitation and maintenance of motorized and non-motorized recreation trails. Applications are due March 1 of each calendar year.



APPENDIX: APPLICABLE FUNDING SOURCES

The **Surface Transportation Block Grant program (STBG)** provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

The **Sustained Traffic Enforcement Program (STEP)** grant focuses on high visibility enforcement on specific times and dates of the year.

Open Space Lands Acquisition and Development (OSLAD), Land and Water Conservation Fund (LWCF), and Park and Recreational Facility Construction (PARC) – the OSLAD and LWCF programs assist local government agencies in the acquisition and development of land for public parks and open space. Both programs have been used to fund bicycle/multi-use trail development. Applications are accepted between May 1 and July 1 of the calendar year.

Rails-to-Trails Conservancy (RTC) emphasizes strategic investments that support significant regional and community trail development goals. These projects are essential to building, maintaining and managing the trails that communities rely upon for recreation, transportation and economic vitality.

Illinois Dept. of Natural Resources' **Bicycle Path Program** helps with the acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. Applications must be received by IDNR by March 1 of each calendar year, when there is an active program.

Each local Council of Mayors and the City of Chicago administer an **STP-Local** program according to locally established methodologies. Local agencies that wish to participate in the STP local program must do so through their designated subregional council, according to the methodology of that council. Every local methodology includes regional planning factors and must be administered according to the region's Active Program Management policies.



APPENDIX: APPLICABLE FUNDING SOURCES

The Active Transportation Alliance supports the **Bike Walk Every Town** mini-grant opportunity to support suburban advocacy work that advances the Bike Walk Every Town policy platform. This funding opportunity will award multiple grants of \$250-\$500 dollars each. Applicants are encouraged to be creative and there are no limitations on the types of advocacy activities and events that may be supported (i.e. community bike rides, educational workshops, material printing expenses).

The **AARP Community Challenge** provides small grants to fund quick-action projects that can help communities become more livable for people of all ages. This year, applications will be accepted for projects to improve public spaces, housing, transportation and civic engagement; support diversity, equity and inclusion; build engagement for programs under new federal laws; and pursue innovative ideas that support people age 50 or older.

Invest in Cook grants help municipalities further their transportation projects by covering the cost of planning, engineering, right-of-way acquisition and construction associated with transportation improvements sponsored by local governments and private partners.



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