



WALKABILITY ASSESSMENT

LINCOLN HIGHWAY | STERLING, IL
SPRING 2021

Completed by:



This assessment was made possible by funding from the U.S. Economic Development Administration granted to Blackhawk Hills Regional Council for assistance with response to and recovery from the COVID-19 pandemic.

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Executive Summary

The Sterling Lincoln Highway walkability assessment was completed by Blackhawk Hills Regional Council (BHRC) staff and was made possible through U.S. Economic Development Administration (EDA) funding for COVID-19 response and recovery. The goal of this assessment is to identify opportunities for improving active transportation to and within the commercial corridor along Lincoln Highway in Sterling, IL.

The assessment was completed by surveying the existing conditions along the commercial corridor with special attention paid to potential connections to a planned trail running parallel to the highway from Hoover Park to Sauk Valley Community College. Crash data for the commercial corridor was obtained from the Illinois Department of Transportation (IDOT), which provided a measure of existing safety conditions. City ordinances and planning documents were also reviewed for broader opportunities to improve active transportation along the corridor.

Survey findings and initial recommendations were presented to City Manager Scott Shumard and Sterling Park District Executive Director Larry Schuldt. The steering committee provided guidance to prioritize further recommendations for the following elements: the extension of the planned trail along 43rd Ave and incorporation of pedestrian crosswalks and signals at intersections along Lincoln Highway at 43rd and 35th.

Following prioritization of improvement projects, a call with IDOT staff Michael Kuehn (District 2 Geometrics Engineer) and Robert Bates (District 2 Planning & Services Engineer) was held to communicate to IDOT local interest in the improvements and gather information about next steps necessary for implementation. The conversation focused on intersection improvements at 43rd and 35th. IDOT staff concluded that these improvements would be eligible for Illinois Transportation Enhancement Program (ITEP) funds. The next round of ITEP funding is anticipated to open in fall of 2022. Preliminary engineering and an intersection design study would be needed for an application; these are identified as the next recommended steps towards implementation.

Project Overview

BHRC was awarded \$400,000 from the U.S. Economic Development Administration in 2020 to support the region's response to and recovery from the COVID-19 pandemic. Providing an assessment of communities' walkability was identified as a comprehensive way to look at factors that contribute to safety, inclusivity, sense of place, and human health and well-being. These factors are major drivers of a community's resilience during the pandemic, the recovery period, and beyond.¹ Working on improvements for walkability has numerous positive implications for communities:

Safety: Over the past decade, the United States has seen a 45 percent increase in people struck and killed while walking. The past four years were the most deadly in the past three decades.² Despite fewer vehicles on the road during the height of the pandemic in 2020, pedestrians faced greater risks due to the absence of typical traffic congestion to slow speeds and the presence of other factors that contributed to dangerous driving behavior. When accounting for the 13.2 percent decrease in vehicle miles traveled in 2020, the pedestrian fatality rate saw an unprecedented 21 percent increase from 2019.³ Improving safety for pedestrians helps make roads safer for all users. Traffic calming and other engineering techniques designed to create safer environments for pedestrians also have the impact of reducing fatalities from automobile crashes.⁴

Health: Nearly 80 percent of American adults do not get enough physical activity. About half of all American adults have one or more chronic diseases, and seven of the most common chronic diseases can be improved by regular physical activity.⁵ Walking offers a no-cost, low-skill opportunity for people to be active across a lifetime.

Social Equity: Non-motorized transportation is essential for accessibility. One-third of Americans do not drive due to age, disability, choice, or lack of financial means to own

¹ Love, Hanna and Mike Powe. "The Necessary Foundations for Rural Resilience: A Flexible, Accessible, and Healthy Built Environment." Brookings. 1 Dec. 2020 <https://www.brookings.edu/research/the-necessary-foundations-for-rural-resilience-a-flexible-accessible-and-healthy-built-environment>, "Cities that Heal: How the Coronavirus Pandemic Could Change Urban Design." On Point. WBUR. 3 Aug. 2020. <https://www.wbur.org/onpoint/2020/08/03/healthy-cities-urban-design-pandemic>, Sisson, Patrick. "How the '15-Minute City' Could Help Post-Pandemic Recovery." Bloomberg CityLab. 15 July 2020. <https://www.bloomberg.com/news/articles/2020-07-15/mayors-tout-the-15-minute-city-as-covid-recovery>

² Dangerous by Design 2021. National Complete Streets Coalition and Smart Growth America. <https://smartgrowthamerica.org/dangerous-by-design>

³ Snider, Adam. "Pedestrian Deaths Soar in 2020 Despite Precipitous Drop in Driving During Pandemic." Governors Highway Safety Association. 20 May, 2021. [Pedestrian Deaths Soar in 2020 Despite Precipitous Drop in Driving During Pandemic | GHSA](#)

⁴ "What is Vision Zero", Vision Zero Network, <https://visionzeronetwork.org/about/what-is-vision-zero>

⁵ U.S. Department of Health and Human Services. Physical Activity Guidelines for Americans. 2nd Edition. 2018.

and maintain a vehicle.⁶ Consequences for poor walking and wheelchair rolling conditions are disproportionately affecting older adults, people of color, and people walking in low-income communities. These groups are overrepresented in fatal pedestrian crashes – even when accounting for differences in population size and walking rates.²

Environment: The transportation sector is the largest contributor to greenhouse gas emissions in the United States.⁷ Passenger vehicles and light-duty trucks are the largest contributing category, emitting 59 percent of transportation-related greenhouse gas emissions.⁸ In addition to reducing transportation’s large carbon footprint, trading more short drives for active transportation (walking, biking, or rolling) can also positively affect air quality. Ground level ozone, created by vehicle emissions, can create health problems, especially for children, older adults, and individuals with chronic conditions like asthma and emphysema.⁹

Transportation: Active transportation is a viable alternative to driving for many trips from a distance perspective. About 40 percent of all trips are less than 3 miles.¹⁰ Improvements to pedestrian infrastructure benefit everyone, as even motorized trips involve an active transportation link such as from a parked car to a destination.

Economy: Automobile-dependent communities offer residents less opportunity for economic resiliency. During times of unexpected financial distress, such as job loss or fuel price spikes, households are left with few options to reduce their transportation costs, which is the second largest household expense in the United States.¹¹ In addition to helping families find ways to reduce their transportation costs, improving walkability can help communities recruit talent and attract business. Between 2010 and 2015, nearly 500 companies relocated to more walkable downtowns.¹² This trend was seen across the country in both small and large cities.

6 Thomas Gotschi and Kevin Mills. Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy. 2008.

7 U.S. Environmental Protection Agency (2021). Carbon Pollution from Transportation.
<https://www.epa.gov/transportation-air-pollution-and-climate-change/carbon-pollution-transportation>

8 U.S. Environmental Protection Agency (2020). Fast Facts on Transportation Greenhouse Gas Emissions.
<https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

9 U.S. Environmental Protection Agency (2021). How Mobile Source Pollution Affects Your Health.
<https://www.epa.gov/mobile-source-pollution/how-mobile-source-pollution-affects-your-health>

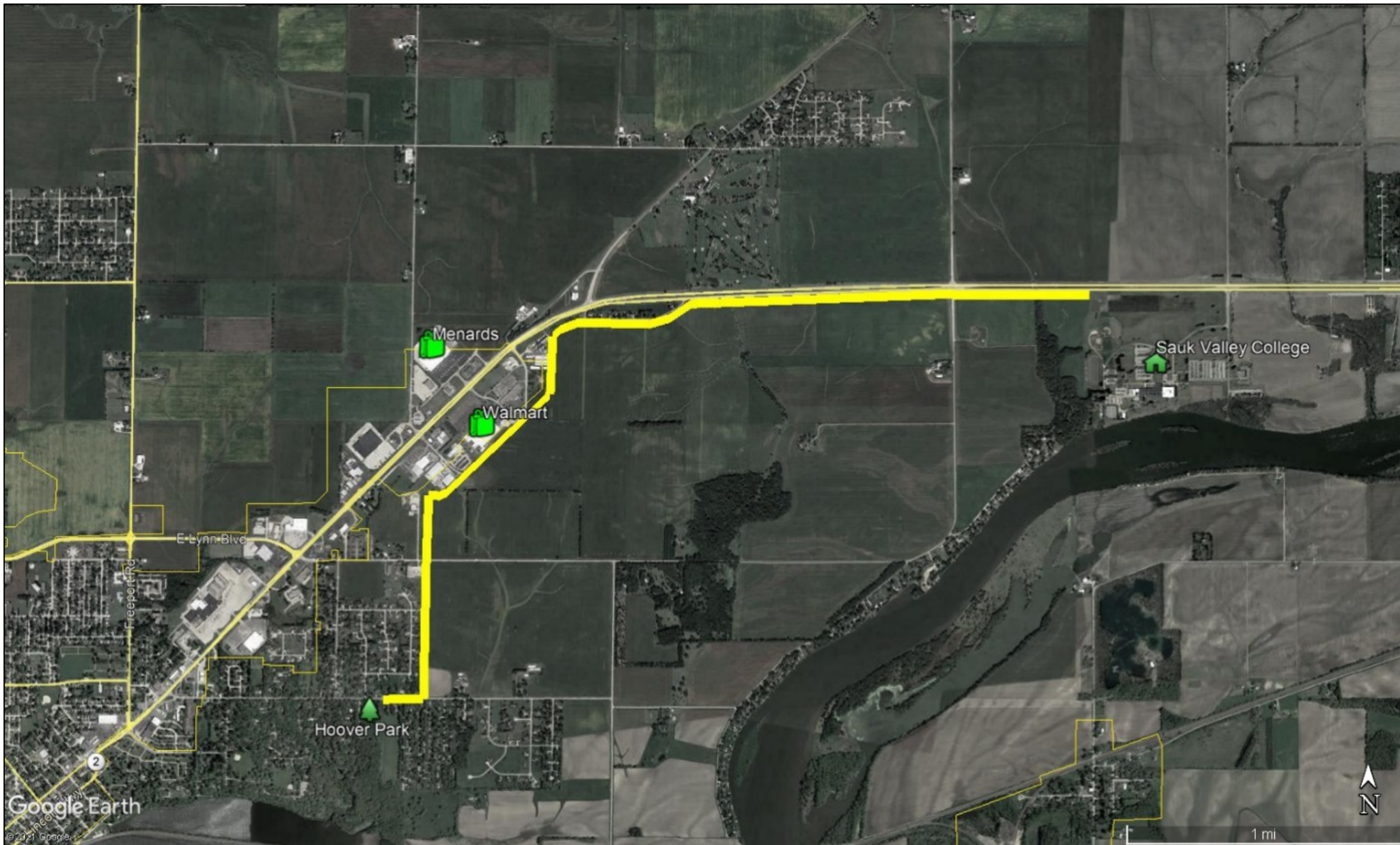
10 Litman, T. Short and Sweet: Analysis of Shorter Trips Using National Personal Travel Survey Data. Victoria Transportation Policy Institute. 2010. www.vtpi.org/short_sweet.pdf

11 U.S. Bureau of Labor Statistics. Consumer Expenditures-2019. Economic News Release (2020).
<https://www.bls.gov/news.release/cesan.nro.htm>

12 Smart Growth America. Core Values: Why American Companies are Moving Downtown (2015).
<https://smartgrowthamerica.org/resources/core-values-why-american-companies-are-moving-downtown>

Goals & Objectives

The Sterling Lincoln Highway commercial corridor was included in the first round of walkability assessments conducted by BHRC in spring of 2021. Unlike most other participating communities, the City of Sterling had a focus area of concern from the start. Lincoln Highway (Illinois Route 2) presents a significant barrier to pedestrians and bicyclists attempting to access businesses for work or shopping. The timing of the walkability assessment was fortuitous, as the Sterling Park District was about to embark on the first year of construction for a new trail that will run from Hoover Park to Sauk Valley Community College with the ultimate goal of connecting to trails in Dixon. The trail route will run parallel to the Lincoln Highway commercial corridor. This route was selected in part due to its potential for facilitating safe, active transportation connections to businesses along Lincoln Highway.



Map 1. Selected trail route (in yellow) connecting Hoover Park to Sauk Valley Community College, actual route may vary slightly

Lincoln Highway, dedicated in 1913, is considered the United States' first cross-country roadway. It spans over 3,000 miles from New York City to San Francisco. The Lincoln Highway Association and its twelve state chapters host multi-day tours and an annual conference.¹³ The 179-mile section that runs through Illinois is a designated National Scenic Byway and is the only segment of the entire Lincoln Highway route to have this designation.¹⁴

Partners initiated the Sterling Lincoln Highway walkability assessment to identify opportunities to improve active transportation options along the commercial corridor. BHRC staff and the steering committee were especially interested in how trail connections might support businesses, employees, and store customers. Specific objectives to meet the goal included:

- Survey the Lincoln Highway commercial corridor, defined as the 2-mile section of road from the intersection with Freeport Rd and E 13th St northeast to the intersection with 45th Ave
- Side streets that could provide potential connections to the trail were also surveyed. These streets include:
 - Woodlawn Rd / E 15th St
 - River Rd / E 23rd St
 - Polo Rd,
 - 43rd Ave
 - 45th Ave
- Review crash data available from IDOT for the Lincoln Highway commercial corridor
- Identify best practices in design for connecting trails to car-oriented commercial strips, and more broadly, how to make these areas more pedestrian and bicycle friendly
- Examine city ordinances and zoning regulations for opportunities to further encourage walkable development
- Create a table of recommendations for improving active transportation along the Lincoln Highway commercial corridor
- Identify grant opportunities and funding strategies to implement selected recommendations

¹³ Lincoln Highway Association, <https://www.lincolnhighwayassoc.org>

¹⁴ "Lincoln Highway." America's Byways, U.S. Department of Transportation, Federal Highway Administration, <https://www.fhwa.dot.gov/byways/byways/13750>

Methods

The Sterling Lincoln Highway walkability assessment was initiated by a call between Scott Shumard, Sterling City Manager, Larry Schuldt, Sterling Park District Executive Director, Daniel Payette, BHRC Executive Director, and Emily Lauderdale, BHRC Regional Planner. The specific safety concerns regarding walkers and bicyclists accessing the commercial corridor along Lincoln Highway were discussed. The opportunity to connect the commercial corridor to a planned trail that would run parallel and just south of Lincoln Highway was also highlighted.

Following the call, objectives of the assessment were developed and agreed upon. A set of georeferenced surveys were developed using ArcGIS Survey 123 to assess sidewalks, intersections, and streetscape elements. The surveys were developed to cover all communities participating in the walkability assessments. Not all parts of the survey were applicable to the Lincoln Highway commercial corridor due to its lack of pedestrian infrastructure, however, aspects of the intersection and streetscape surveys provided helpful benchmarks in the assessment.

Survey work was conducted on March 29, 2021 through a combination of ArcGIS surveys, photography, drive-by, and walking methods. An additional site review of potential connections with the future trail along Polo Rd and 43rd/45th Ave was completed on April 21, 2021.

Locations Surveyed and Data Reviewed

- Lincoln Highway: from split in road between 19th Ave and E 13th St to 45th Ave
- E 15th St / Woodlawn Rd: from E 40th Ave to Lincoln Highway
- E 23rd St / River Rd / E Lynn Blvd: from electrical substation to 31st Ave
- Polo Rd: from SE terminus to Menards
- 43rd Ave / 45th Ave: from Menards, around back of commercial strip including GameStop, to Lincoln Highway
- Intersections surveyed:
 - Woodlawn Rd
 - E 23rd / River Rd
 - Polo Rd
 - 43rd Ave
- Traffic crash data was reviewed from IDOT for insight on the corridor's safety history, and city ordinance and planning documents were reviewed for opportunities for improvement via planning and policy change.



Findings

SURVEY

The survey of the indicated roads and intersections showed and confirmed that no bicycle or pedestrian infrastructure (such as sidewalks, bike lanes, and intersection crosswalks) exist along the corridor. Most businesses have a single sidewalk along the front side of the building, but sidewalks and pedestrian crossing zones are absent from parking lots. A sign directing drivers to give bicyclists 3 feet when passing is posted on Woodlawn Rd, close to the Lincoln Highway intersection. This sign was the only signage supporting non-motorized transportation recorded along the corridor.



Lincoln Highway near Polo Rd intersection

All intersections surveyed are controlled by traffic lights. None have crosswalks or pedestrian signals or signs. Without sidewalk infrastructure, the intersections also lack curb ramps. Intersection crossings span up to six lanes, including turning lanes, and the longer crossing lengths are approximately 155 feet.



43rd Ave & Lincoln Highway intersection

Like the majority of commercial strips developed between the 1960s and 1980s, this section of the Lincoln Highway is built for motorized transportation rather than to a human scale. This is primarily evident in the lack of pedestrian and bicycle infrastructure but can also be seen in the orientation of large parking lots between the road and stores, lack of street trees and other landscaping, and higher speed limits (45 mph as drivers exit the city).



Lincoln Highway and drainage swale looking southwest near Woodlawn Ave intersection

BHRC staff paid particular attention to side roads off Lincoln Highway that could provide potential connections to the future trail. The roads with most promise for supporting a connection were identified as Polo Rd, 43rd Ave, and 45th Ave. Although none of these roads have existing pedestrian or bicycle infrastructure, their lower traffic, lower speed limits, and proximity to destinations along the commercial corridor make them good candidates for further exploration. After discussions regarding long-term planning for trail connections to the west side of Lincoln Highway along or near E Lynn Blvd, it was also determined that 35th Ave intersection would be a good candidate for pedestrian crosswalk infrastructure.



Southeast terminus of Polo Rd looking toward future trail corridor



43rd Ave between Walmart and GameStop commercial strip looking toward future trail corridor

TRAFFIC CRASH DATA

BHRC staff requested traffic crash data from IDOT for Lincoln Highway from E 13th St to 45th Ave. The agency provided 2015 to 2019 data for the segment, as well as total crash counts for the City of Sterling. The data is summarized in the table below. None of the recorded crashes along the Lincoln Highway commercial corridor involved bicyclists or pedestrians in those five years. However, the lack of pedestrian and bicyclist related crashes may reflect these users' absence in the area.

Crash Data for Lincoln Highway Commercial Corridor (2015-2019)		
Year	Number of Crashes	Percentage of Total Crashes in City of Sterling
2015	25	7.6%
2016	49	14.1%
2017	39	11.2%
2018	43	13.4%
2019	34	9.8%

CITY ORDINANCES & PLANNING DOCUMENTS

The City of Sterling **Comprehensive Plan**, adopted in 2006, recognizes the importance of bicycle and pedestrian infrastructure, as well as the need to make improvements in this part of the transportation system. The plan notes the importance of bicycle and pedestrian facilities for schools, churches, recreation, and commuting. On page 24, the plan acknowledges that newer areas of the city have not been provided with sidewalks, which "greatly limits access for all transportation but cars". The plan recommends that "the City of Sterling should continue to "fill gaps" in the system to ensure that alternative transportation remains a viable option, especially for the youth and elderly in the community."

The City of Sterling **General Design Guidelines**, approved in 2008, discourage future development of car-centric commercial strips:

3.02 Site Layout/Development Pattern

(1) Building Orientation/Placement

(e) Multiple Building Development Layouts. Linear, "strip commercial" development patterns shall be avoided. Buildings and development shall be arranged and grouped so that their orientation complements adjacent, existing development and frames the corner of an adjacent street intersection, pedestrian and/or vehicle access way within the development site; and parking areas, public spaces, or other site amenities.

The guidelines also focus on improving streetscape and fostering a pedestrian scale:

(c) Buildings shall relate appropriately to surrounding developments and streets and create a cohesive visual identity and attractive street scene.

(d) Deep building setbacks behind large expanses of parking areas or vacant land shall be avoided. For multi-tenant buildings, the "active" wall shall be oriented toward the primary abutting street. The "active" wall shall be the side of the building containing the majority of storefronts, customer entrances, and windows.

Further details about street tree plantings, landscaping, and architectural styles are provided. The guidelines also address providing pedestrian and bicycle infrastructure within developments:

(f) Pedestrian/Bicycle Facilities. A system of walkways shall provide direct access and connections to and between building entrances, parking lots, and sidewalks and paths in public rights-of-way or adjacent properties. Where walkways cross vehicular routes, striping or other appropriate markings shall be provided to improve visibility and safety. Convenient bicycle parking lots and facilities shall be provided, such as a bicycle rack close to the main customer and/or employee entrance.

The **Code of Ordinances** reviewed for this assessment was last revised on October 28, 2020. The City of Sterling upholds several ordinances that provide a framework for sidewalk maintenance and construction in future developments. Article II. Sidewalk and Curb Construction requires the approval from the director of public works for sidewalk and curb construction and replacement. This ordinance is particularly important for the city's ability to enforce ADA requirements as they pertain to the public right-of-way. Chapter 78, Article V. - Obstructions and Hazards, Sec. 78-146, defines the responsibility of snow and ice removal and maintenance of sidewalk safety in the business district as that of the owner, lessee, or occupier of premises abutting the sidewalk. Although not directly pertinent to the factors assessed for the Lincoln Highway corridor, developing a sidewalk maintenance enforcement plan would be beneficial if one does not already exist for the city. More information about developing a sidewalk maintenance plan, including examples, can be found in the [US DOT Federal Highway Administration's Guide for Maintaining Pedestrian Facilities for Enhanced Safety](#).

Sidewalk construction may be required in new subdivisions in certain cases. Sec. 82-11 Required Improvements notes:

(2) Street Improvements

2. When a parcel of land is annexed to the city the owner or developer shall be required to improve that parcel with curb, gutter, sidewalk, street sewer or street improvements, if any of such improvements are on either side or across the street from the parcel.

(4) Sidewalks

Concrete sidewalks to a width of not less than four feet shall be installed on all major and secondary streets, and the plan commission or governing authorities, as a part of the dedicated street improvements, may require sidewalks on local streets where pedestrian use is required for access to schools, parks, shopping areas or other similar facilities.

Requiring sidewalk construction and incorporating criteria for bicycle lane requirements for all new subdivisions is a recommended improvement to this ordinance. By requiring sidewalks, the city can ensure that new development is connected to the sidewalk network. Incorporating sidewalks upfront is far easier than adding them later when landscaping, utility placement, and variations in homeowner opinions present greater challenges. Making sure that the sidewalk specifications are up-to-date with the most current guidelines provided by the US Access Board is a critical step to ensure sidewalks are accessible.

Recommendations

The following improvement options were identified based on survey findings, review of city ordinances and planning documents, and discussions with the walkability assessment steering committee.

Improvement	Cost/Benefit	Requires External Involvement (IDOT)	Requires External Involvement (Businesses, Developers)	Relies on Other Improvements to be Effective	Improves Safety	High Benefit to Employees	Potential to Improve Business along Corridor
Trail extension along 43rd Ave north of Walmart	Low-Moderate cost/ Moderate benefit				✓	✓ (limited to Walmart and adjacent commercial strip)	✓ (limited to Walmart and adjacent commercial strip)
Addition of on-demand crosswalks at 43rd Ave and 35 th Ave	Moderate-High cost/ High benefit	✓		✓	✓		
City budgeting for preliminary engineering / intersection design study for signalized crosswalk implementation at Lincoln Highway intersections at 43rd Ave and 35th Ave	Moderate cost/ Moderate-High benefit			✓ (relies on successful grant to be effective)			
Addition of on-demand crosswalks at: 23rd Ave, Woodlawn Rd, and/or Polo Rd	Moderate-High cost/ Moderate benefit	✓		✓	✓		
Ped/bike improvements along connecting side streets (bike lanes, multi-use paved shoulders, sidewalks): Woodlawn Rd, River Rd/23rd Ave, Polo Rd, 43rd Ave, E Lynn Blvd	Moderate-High cost/ Moderate benefit				✓	✓	✓

Improvement	Cost/Benefit	Requires External Involvement (IDOT)	Requires External Involvement (Businesses, Developers)	Relies on Other Improvements to be Effective	Improves Safety	High Benefit to Employees	Potential to Improve Business along Corridor
Bike lanes along Lincoln Hwy to 43rd Ave intersection	Moderate-High cost/ Moderate benefit	✓			✓	✓	✓
Sidewalks along Lincoln Hwy to 43rd Ave	High cost/ High benefit	✓		✓	✓	✓	✓
Work with existing businesses to improve ped/bike conditions in parking lots	Low-Moderate cost/ Moderate-High Benefit		✓		✓		
Lower speed limit on side streets where trail would connect (ex. Woodlawn Rd)	Low cost/ Moderate benefit				✓		
Lower speed limit on Lincoln Hwy to 35mph until 45th Ave intersection	Low cost/ Moderate benefit	✓			✓		
Removal of right-turn slip lanes at Woodlawn Rd intersection and replace with right-only turn lanes	Moderate cost/ Moderate benefit	✓			✓		
Consider frontage development and other commercial strip restructuring design along Lincoln Hwy to use excess parking space and improve the streetscape for pedestrians	Low cost/ Moderate benefit		✓				✓
Development of a sidewalk maintenance enforcement plan	Low cost/ Moderate benefit				✓		

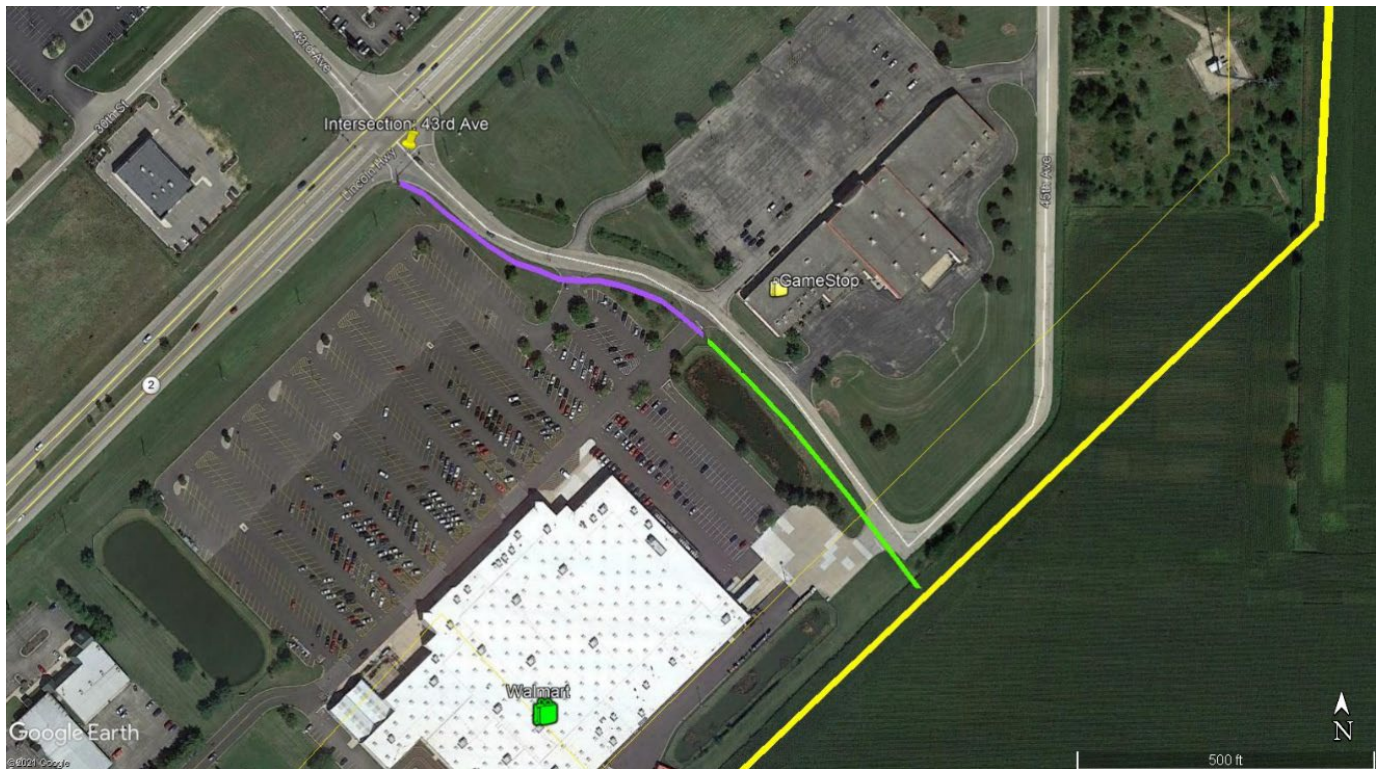
Improvement	Cost/Benefit	Requires External Involvement (IDOT)	Requires External Involvement (Businesses, Developers)	Relies on Other Improvements to be Effective	Improves Safety	High Benefit to Employees	Potential to Improve Business along Corridor
Update city ordinances to require all new subdivisions to consider bicycle lanes and incorporate sidewalks using current US Access Board requirements for accessibility	Low cost/ Moderate-High benefit				✓		

The top two priority improvements based on discussions with the steering committee are:

- A trail extension along 43rd Ave north of Walmart
- Pedestrian crosswalks for Lincoln Highway intersections at 43rd Ave and 35th Ave

The trail extension along 43rd Ave would allow bicyclists and pedestrians to access Walmart and stores in the adjacent commercial strip from the future trail. The city owns the property that runs just north of a fenced retention pond that could host the trail extension.

Incorporating landscaping, fencing, or grading techniques along the trail extension could help to enhance the aesthetics of the trail extension, and could help alleviate any concerns businesses may have regarding pedestrian and bicycle traffic near loading zones.



Map 3. Yellow line indicating future trail, green line indicating trail extension, purple line indicating further extension paired with Lincoln Highway / 43rd Ave crosswalk installation



Illustration showing potential intersection of trail and trail extension

Case Study: Rountree Branch Trail to BUS US-151 Commercial Corridor

Platteville, WI



The Rountree Branch Trail in Platteville, WI, provides bicyclists and pedestrians with a 3-mile paved path from the University of Wisconsin Platteville campus to Keystone Parkway. The trail, completed in 2016, has many similarities with the planned trail in Sterling, most notably its connection to a busy commercial corridor along BUS US-151. Trail work was already planned when land was purchased to construct a Walmart close to the

trail's future terminus at Keystone Parkway. Foresight about the beneficial connections that could be made by extending the trail to the BUS US-151 corridor led to the requirement that Walmart construct a trail extension through their property.

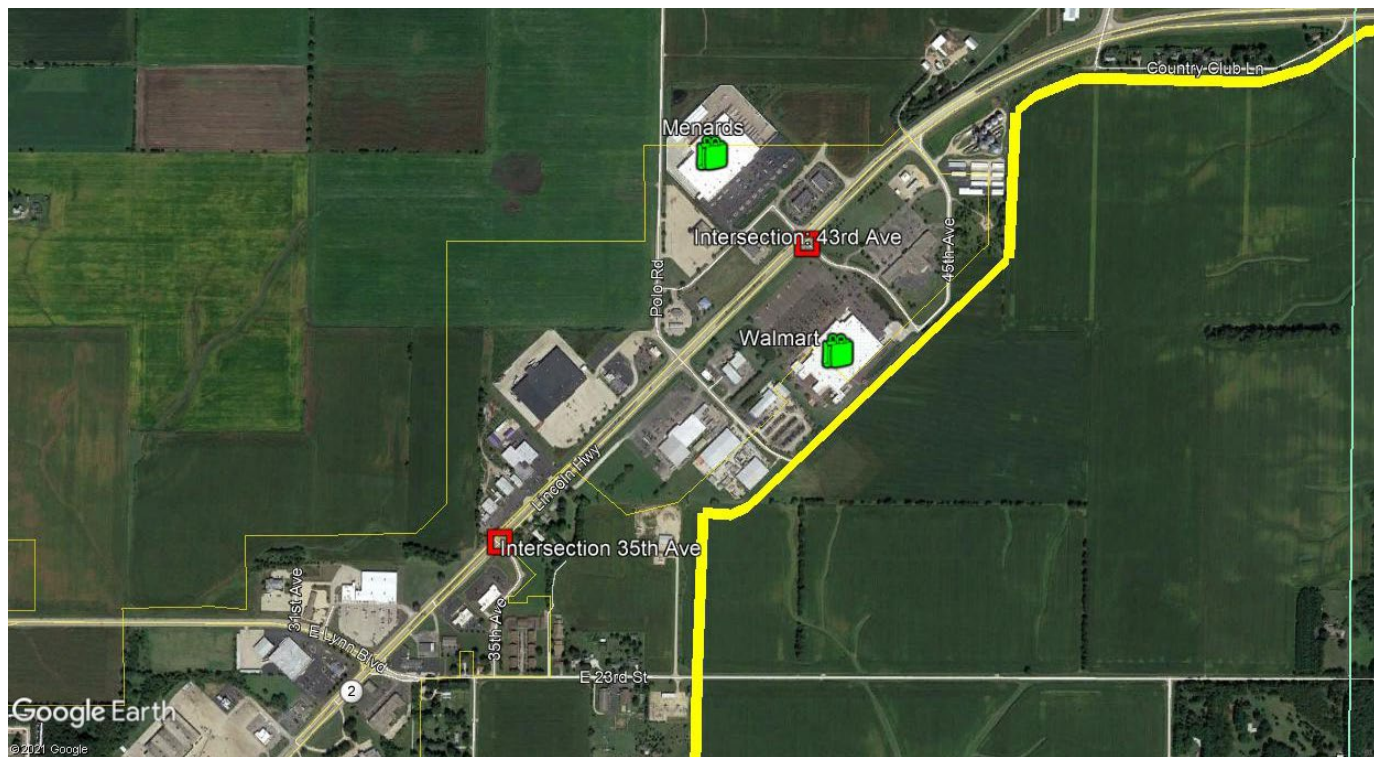


The trail extension runs between Walmart and Menards with features that screen the trail from the stores' loading areas. An earthen berm on the Walmart side softens and shields views and a wooden fence with simple landscaping screens the Menards side.



The extension of the Rountree Branch Trail between Walmart and Menards has led to other improvements in pedestrian facilities in the area. Several other businesses, including the McDonalds in the photo above, now connect to the trail and crosswalks through parking lots.

The second high-priority improvement, pedestrian crosswalks at 43rd Ave and 35th Ave, will build upon the trail extension to 43rd Ave and future trail construction on the west side of Lincoln Highway near Lynn Blvd. Modifying these existing intersections to incorporate crosswalks and on-demand pedestrian crossing signals will be essential for providing safe access to businesses on either side of the highway. A video conference call was held with BHRC staff, Scott Shumard, Larry Schuldt, and IDOT staff Michael Kuehn (District 2 Geometrics Engineer) and Robert Bates (District 2 Planning & Services Engineer) to discuss the intersection improvements. It was concluded that the improvements would be eligible for ITEP funds and that important next steps would be to prepare preliminary engineering, conduct an intersection design study, and collect letters of support from potential stakeholders, such as bicycle groups or businesses with employees who may use the improved crossing.



Map 4. Intersections at 43rd Ave and 35th Ave are highlighted as critical connection points across Lincoln Highway for the initial trail construction and future trail construction near E Lynn Blvd

Funding Strategies

The following grant opportunities and programs are a snapshot of what is currently available or may be available in the future. Additional guidance and future opportunities are likely to be offered as recovery from the COVID-19 pandemic progresses.

Grant/Strategy	Administrating org.	Funding available & match requirements	Applicable projects
<u>Illinois Transportation Enhancement Program (ITEP)</u> Next funding cycle will be announced in the fall of 2022	Illinois Department of Transportation	Up to \$2,000,000, Illinois House Bill 270, which was passed by the State House and Senate in May 2021, removes the 20% local match requirement for biking and walking infrastructure on IDOT-maintained roads. The bill is expected to be signed into law in summer of 2021. Preliminary engineering costs is eligible for reimbursement, but invoices must be submitted after Federal Authorization of the funding	All improvements along and within the Lincoln Highway corridor
<u>Illinois Bicycle Path Grant Program</u>	Illinois Department of Natural Resources	Up to \$200,000 per project with 50% local match required	Land acquisition for property to be used for bike path development, trail construction, and construction of trail support facilities and/or amenities (parking areas, access roads, shelters, lighting, benches, restrooms, safety lighting, potable water supply, and necessary architectural/engineering services)
<u>Local Highway Safety Improvement Program (HSIP)</u>	Illinois Department of Transportation	State DOTs receive federal funding for projects on their State Transportation Improvement Program lists	Work with IDOT staff to determine if Sterling Lincoln Highway projects would qualify

<u>Walmart Local Community Grant</u> Annual grant cycle; next deadline is December 31, 2021	Walmart	\$250-\$5,000	This smaller grant may be an option for trail segment construction, trail signage, bicycle racks, or other lower cost improvements
<u>Doppelt Family Trail Development Fund</u>	Rails-to-Trails Conservancy	Grants awarded in 2021 were \$10,000 but have ranged from \$5,000 to \$40,000 over the past 6 years	Trail development projects