

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

MEMBERS

Antioch
Arlington Heights
Bannockburn
Barrington
Bartlett
Buffalo Grove
Carpentersville
Crystal Lake
Deer Park
Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox Lake
Glencoe
Glenview
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Bluff
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
Palatine
Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
Streamwood
Vernon Hills
Wheeling
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Treasurer
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Highland Park

Executive Director
Mark L. Fowler

Northwest Municipal Conference Bicycle and Pedestrian Committee

Agenda

Tuesday, April 23, 2019

10:30 a.m.

NWMC Offices

1600 East Golf Road, Suite 0700

Des Plaines, IL 60016

(map/parking permit attached)

I. Call to Order/Introductions

II. Approval of March 26, 2019 Meeting Minutes (Attachment A)

Action Requested: Approval of Minutes

III. Local Project Updates

Municipalities and others will be asked to provide updates on bicycle and pedestrian related projects.

Action Requested: Discussion

IV. NWMC Multimodal Plan Steering Committee (Attachment B)

Staff from Sam Schwartz Engineering will give a presentation on the NWMC Multimodal Plan and facilitate steering committee discussion. Topics to be covered include an overview of the planning process, municipal staff survey results, priority bike corridors, and sidewalk gap prioritization.

Action Requested: Discussion

V. Other Business

VI. Next Meeting

The next meeting of the NWMC Bicycle and Pedestrian Committee will be held on Tuesday, May 21 at 10:30 a.m.

VII. Adjourn

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**Northwest Municipal Conference
Bicycle and Pedestrian Committee
Tuesday, March 26, 2019
Draft Meeting Minutes
10:30 a.m.
NWMC Offices**

Committee Members Present:

Derek Peebles, Civil Engineer, City of Des Plaines (co-chair)
Patrick Knapp, Transportation Planner, Village of Schaumburg
Nellie Beckner, Assistant to the Village Manager, Village of Mount Prospect
Andrew Binder, Planning and Zoning Coordinator, Village of Barrington
Dan Randolph, Civil Engineer 2, Village of Niles

Others Present:

Larry Bury, Deputy Executive Director, Northwest Municipal Conference
Josh Klingenstein, Program Associate for Transportation, Northwest Municipal Conference
Cole Jackson, Program Associate for Transportation, Northwest Municipal Conference
Kristy Stone, GIS Specialist, Village of Bartlett

I. Call to Order/Introductions

Mr. Peebles called the meeting to order at 10:31 a.m., and those present gave introductions.

II. Approval of February 26, 2019 Meeting Minutes

Mr. Klingenstein noted that Danielle Horn was erroneously listed as having made a motion to approve the January meeting minutes. Additionally, he noted that she was incorrectly listed as a committee member, and that the minutes would be amended to reflect this. Mr. Baxa also noted that he was incorrectly listed as having attended the meeting. Mr. Klingenstein said that they would take him off of the attendance list.

The amended minutes were approved on a motion by Mr. Knapp, seconded by Mr. Baxa.

III. Multimodal Plan Outreach

Mr. Jackson noted that the NWMC Multimodal plan was progressing ahead of schedule, with Transystems having almost completed the sidewalk inventory. He also noted that an email had been sent out to the Bicycle and Pedestrian Committee asking them to publicize the website and connect NWMC staff with relevant municipal staff to assist in distributing information about the website.

Mr. Randolph asked if he should connect Mr. Jackson and Mr. Klingenstein with PR staff from the Village of Niles. Mr. Jackson said that he should. Ms. Beckner asked if a press release had been drafted yet. Mr. Jackson said that it had not. Mr. Peebles asked if NWMC staff had sent the website information out to bicycle and pedestrian

interest groups. Mr. Jackson said they had not, but that they would like municipal staff to forward the information to any groups they are aware of.

IV. Northwest and North Shore CMAQ and TAP Applications

Mr. Klingenstein provided an overview of CMAQ and TAP projects submitted by communities in the Northwest Council of Mayors. Municipal sponsors who were present provided additional detail on some of the projects. Mr. Randolph asked about the preliminary engineering status of the three STP-Shared Fund projects in the Northwest Council. Ms. Beckner responded that Mount Prospect had already completed Phase I engineering for its Rand Rd.-Central Rd.-Mount Prospect Rd. intersection project. Mr. Klingenstein added that preliminary engineering was also complete for the other two shared fund projects from the Northwest Council. Mr. Jackson then provided an overview of projects submitted by communities in the North Shore Council of Mayors.

Mr. Randolph asked if staff had any idea about how likely the presented projects were to receive funding. Mr. Klingenstein responded that staff did not know, and that it would depend on how the projects were scored by CMAP staff and the decisions of the project selection committee. Mr. Peebles asked how long the process would take. Mr. Klingenstein responded that CMAP staff recommendations would be released in July. Mr. Peebles then asked if geographic equity was considered as part of the evaluation process. Mr. Klingenstein said he was not sure, but that he did not believe so.

V. State Legislative Update

Mr. Klingenstein provided an overview of SB 1642, noting that it would amend the school code to include instruction on bicycle and pedestrian safety in driver's education classes offered by Illinois Public Schools. Mr. Baxa asked if this would affect private driving schools. Mr. Bury said that the bill would require the Secretary of State to include the information in the "Rules of the Road" publication, so it is likely that the private driver's education programs would teach the information.

Mr. Klingenstein then provided an overview of SB 2016. He described the bill's provisions, noting that it would set-aside 2% of the IDOT Road Fund each year to supplement the ITEP program, funding projects such as bike facilities, streetscape improvements, and rails-to-trails conversions. He then laid out some of NWMC staff's concerns, noting that 25% of the funding would have to go to high-need communities. He also noted, however, that the bill would provide a welcome increase in funding for bicycle and pedestrian projects, and that based on the last call for projects, it appears that higher-need communities are already receiving close to 25% of ITEP funding. He also noted that the bill does not require Phase I to be completed before applying for funding, which would allow more communities to apply for ITEP funding. Mr. Klingenstein asked the group if ITEP previously funded Phase I. Mr. Peebles said it had in the past, but he was not sure if that was the case with every call. Mr. Knapp asked if ITEP would still fund bicycle and pedestrian elements of road projects. Mr. Klingenstein said he believed it would.

Mr. Jackson then provided an overview of SB 2144, noting that it required IDOT to include complete streets improvements on projects using federal or state funds, where applicable. Mr. Jackson also said that the bill would create a complete streets advisory board, which would prepare a report each year on the status of complete streets initiatives. Mr. Randolph asked how this bill differs from the complete streets policy that is already on the books. Mr. Jackson responded that the current IDOT policy has a number of exceptions. Mr. Peebles added that it seemed like this bill was

aimed at eliminating some of those exceptions and strengthening the power of complete streets regulations. Mr. Peebles asked if projects with complete streets elements would need to be evaluated by the new advisory board. Mr. Klingenstein said that the board's primary function would be to advise IDOT and provide policy recommendations, and that individual projects would not be subject to board approval.

VI. Local Project Updates

Mr. Baxa noted that the Shermer Road project in Northbrook had been delayed until the June letting due to issues with right-of-way acquisition. He also noted that he and other Village staff would be presenting on the Northbrook bike plan at the next NWMC Bicycle and Pedestrian Committee meeting. Mr. Randolph asked a question about the land acquisition process. Mr. Peebles outlined IDOT's quick-take process, noting that it made for a more defined schedule.

Mr. Knapp reported that Schaumburg had just begun its reconstruction of Walnut Lane. He said that on-street bike lanes would be replaced by an off-street bike path, which would replace a sidewalk in the area. Mr. Randolph asked if the Village would handle snow removal on the shared-use path. Mr. Knapp responded that the path was in a neighborhood and that the Village would not handle snow removal.

Ms. Stone noted that the Village of Bartlett had partnered with the Village of Streamwood to create a bicycle and pedestrian plan, funded by CMAP's Local Technical Assistance grant.

VII. Other Business

Mr. Baxa asked Mr. Randolph about which Village staff were working on the Intelligentsia Grand Prix bicycle race in Niles. Mr. Randolph responded that he was working on the plan along with other staff from the village. He also noted that public safety officials were involved in the planning process. Mr. Baxa asked how many people participated in the race. Mr. Randolph responded that about 50 to 100 people participated in the past.

VIII. Next Meeting

Mr. Peebles said that the next meeting of the committee would take place on April 23 at 10:30 a.m. Mr. Klingenstein noted that the date had been changed from April 16. Mr. Klingenstein also noted that this meeting would serve as a steering committee meeting for the NWMC Multimodal Plan, and that he encouraged all committee members to attend.

IX. Adjourn

The committee voted to adjourn on a motion by Ms. Beckner, seconded by Mr. Randolph.



NWMMC Multimodal Transportation Plan

Steering Committee Meeting #1
April 23, 2018

Today's Agenda

Why a multimodal plan?

Process overview

Staff survey results

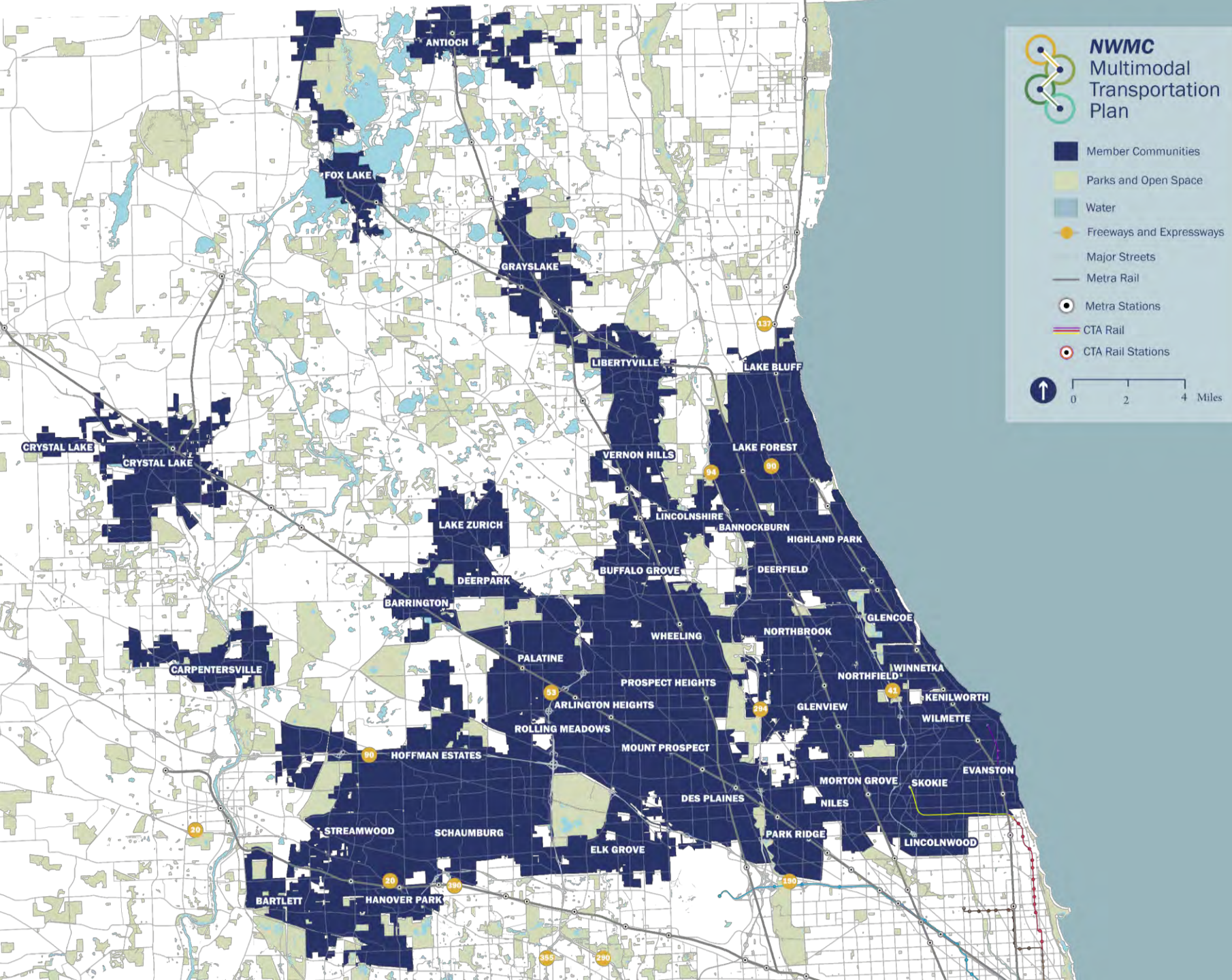
Priority bike corridors

Sidewalk gap prioritization



Why a Multimodal Plan?





The **NWMC**
consists of...

44 member
communities

>2
million people

900,000 jobs

>380 square
miles

Access to Transit



2 rail lines

10 stations

> 13,000

average weekday riders



5 rail lines

46 stops

> 33,000

average weekday AM boardings



73 routes

2 Pace Pulse routes

(+ 3 mid-term and 8 long-term projects)

> 22,500

average daily boardings

Access to transit

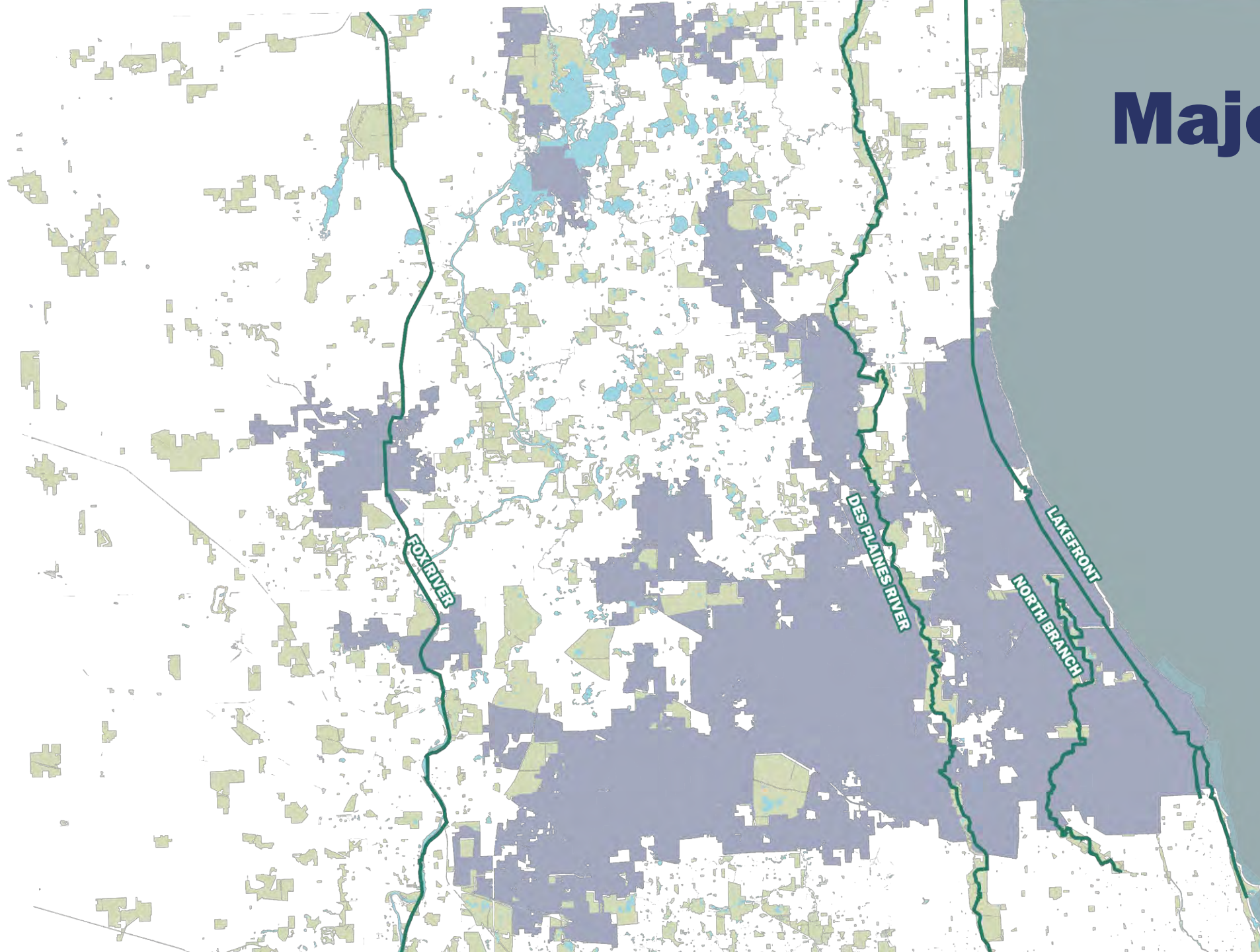


39% of people within the NWMC live within 1/2 mile of a rail station or high-frequency bus stop

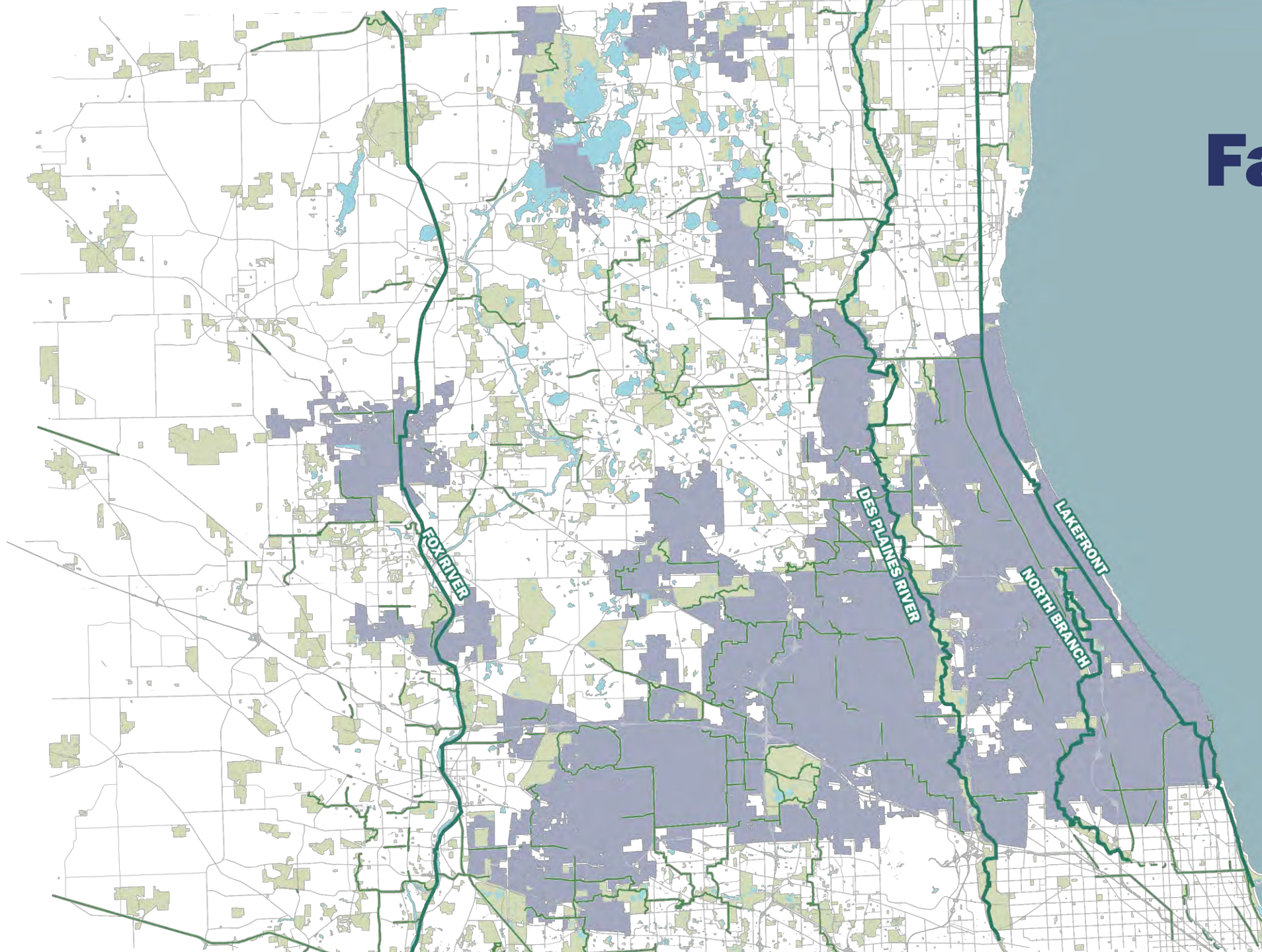


46% of jobs within the NWMC are within 1/2 mile of a rail station or high-frequency bus stop

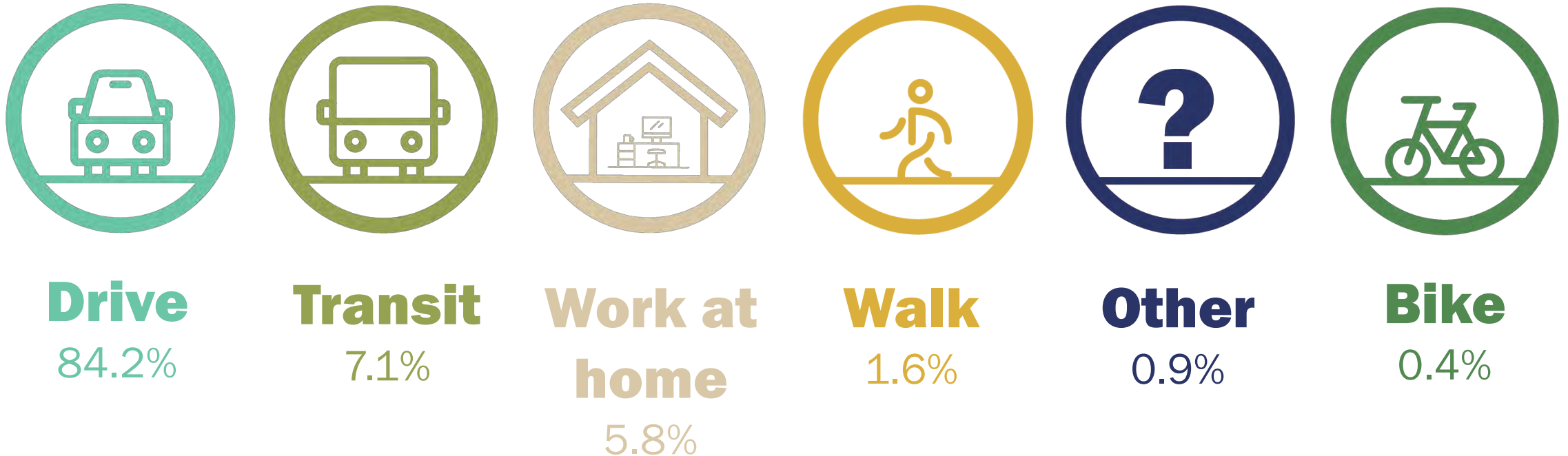
Major Trails



Bike Facilities



Commute Mode Share





What Are the Opportunities?



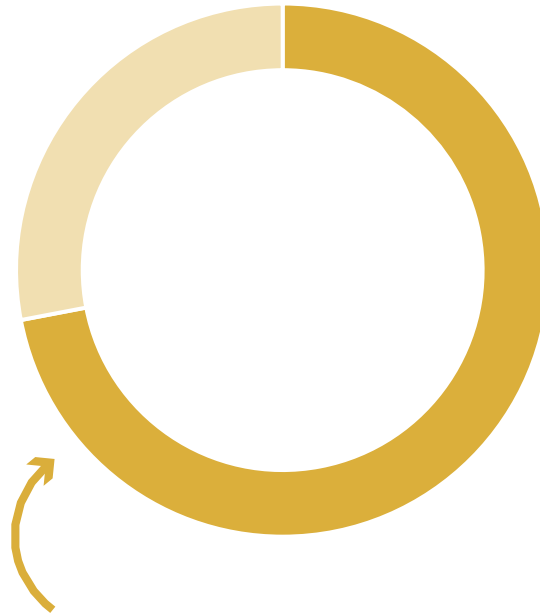
Safety

People walking and biking are **disproportionately** affected by traffic crashes...

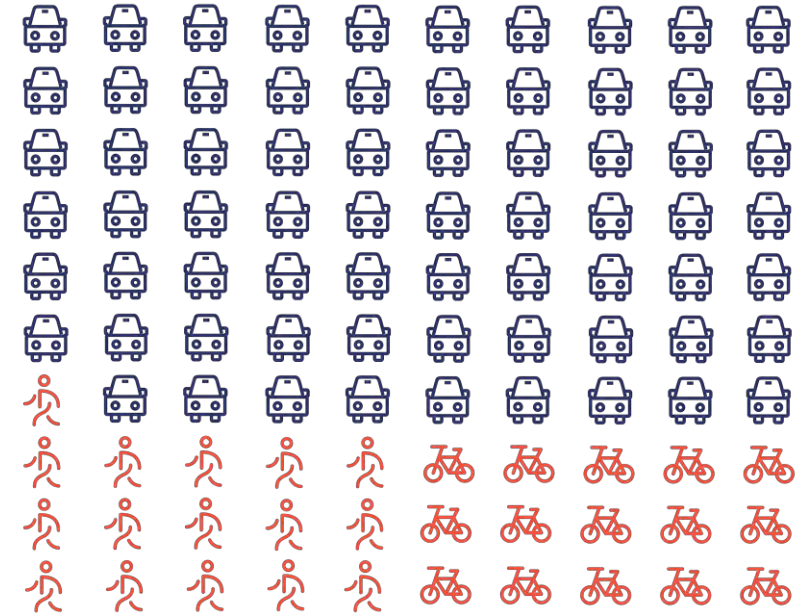


Traffic crashes from 2013 – 2016
where a person walking/biking
was killed or seriously injured

Source: 2013-2016 IDOT crash data



72% of crashes involving
a person walking/biking result in
a serious injury or fatality



31% of all fatalities
involve a person walking/biking

Equity

There are significant populations across the NWMC that are **more reliant on walking, biking, and transit to get around.**

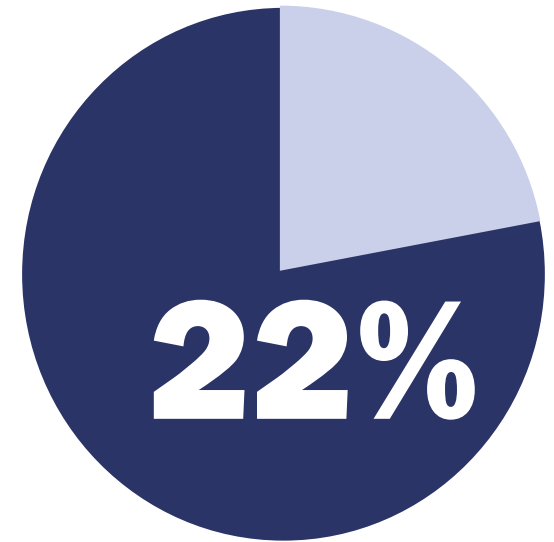


~25,000

Households without
access to a vehicle



39% of the
population is under
18 or over 65



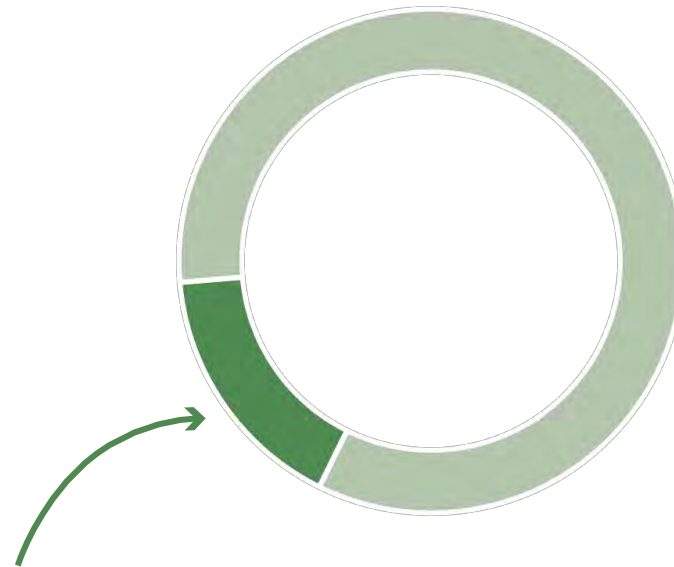
Minority population

Health

Many NWMC populations **do not get enough physical activity**, contributing to growing obesity rates.



62% of the population is overweight and/or obese



22% of the population does not get any exercise

Economic Development

Access to transit is becoming increasingly **critical to attract businesses and talent.**

More businesses are locating near transit to...

Access larger
labor pools

Increase
business
resiliency

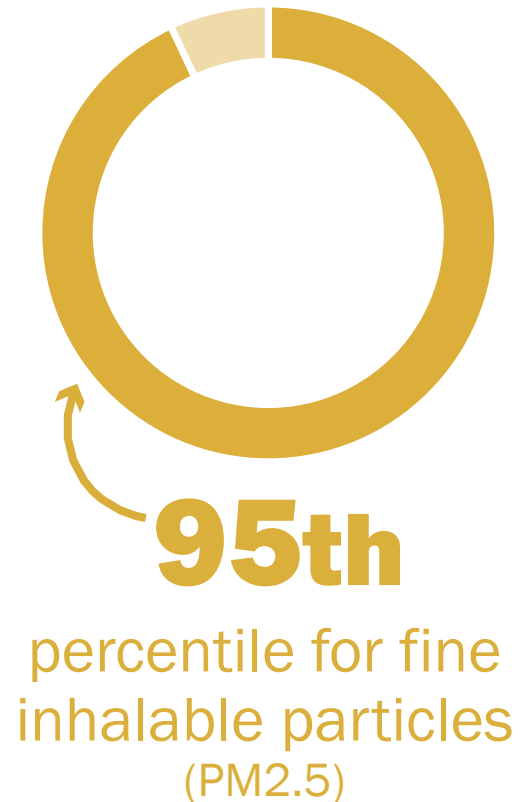
Attract specific
categories of
employees

McDonald's



Environment

The NWMC region faces **significant environmental challenges...**



81st

percentile for
traffic proximity

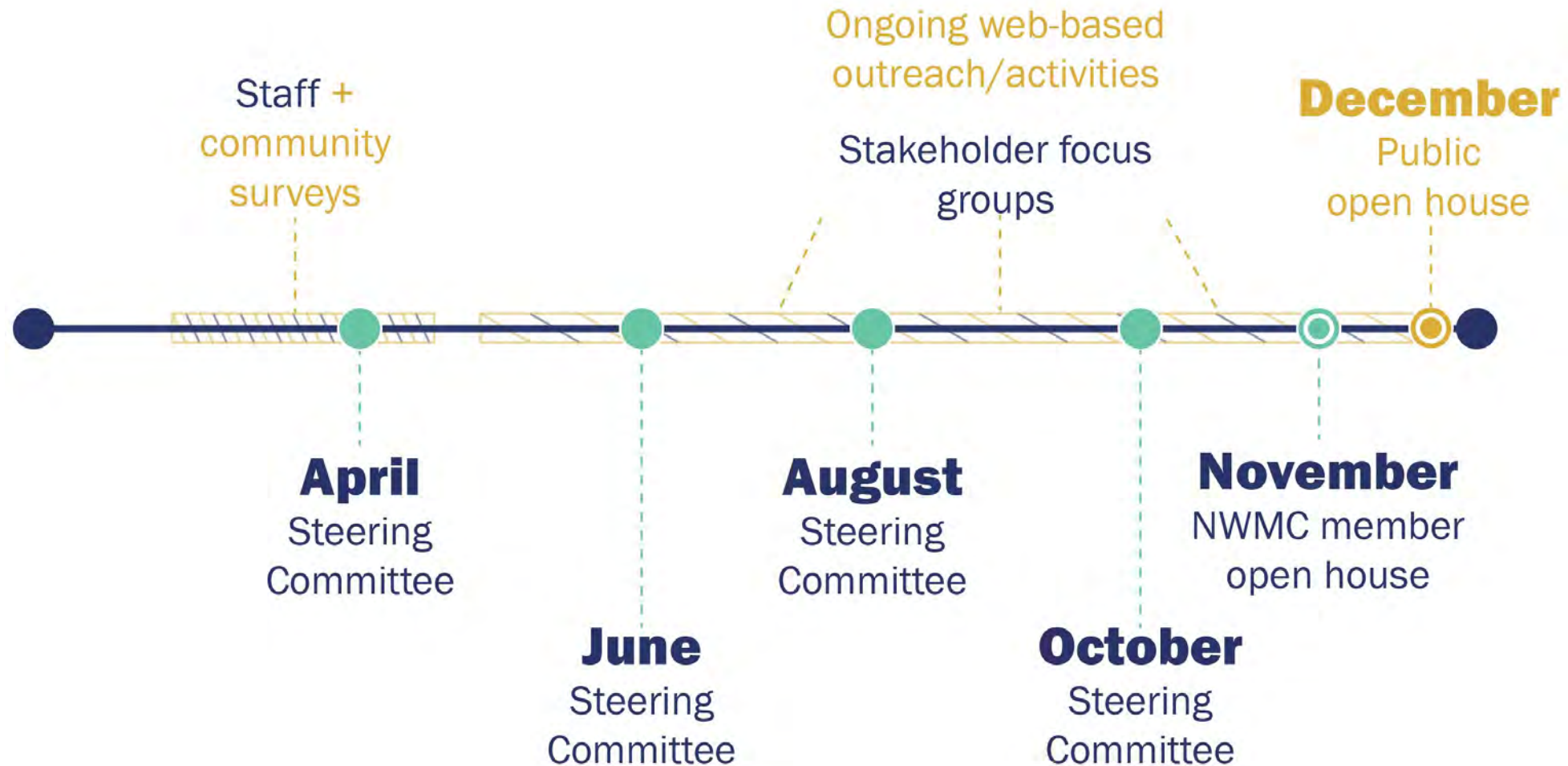
(volume of traffic and distance from roads)



Process Overview



Engagement Roadmap



Process Overview

1 Current state and issue identification



Process Overview

2 Prioritization and solution development



Process Overview

3 Implementation strategies

Build a toolbox of design, policy, and program solutions



Estimate costs for priority bike corridors



Develop funding guide linking sources with projects

Process Overview

4 Develop and refine the plan

Develop a clear,
compelling plan



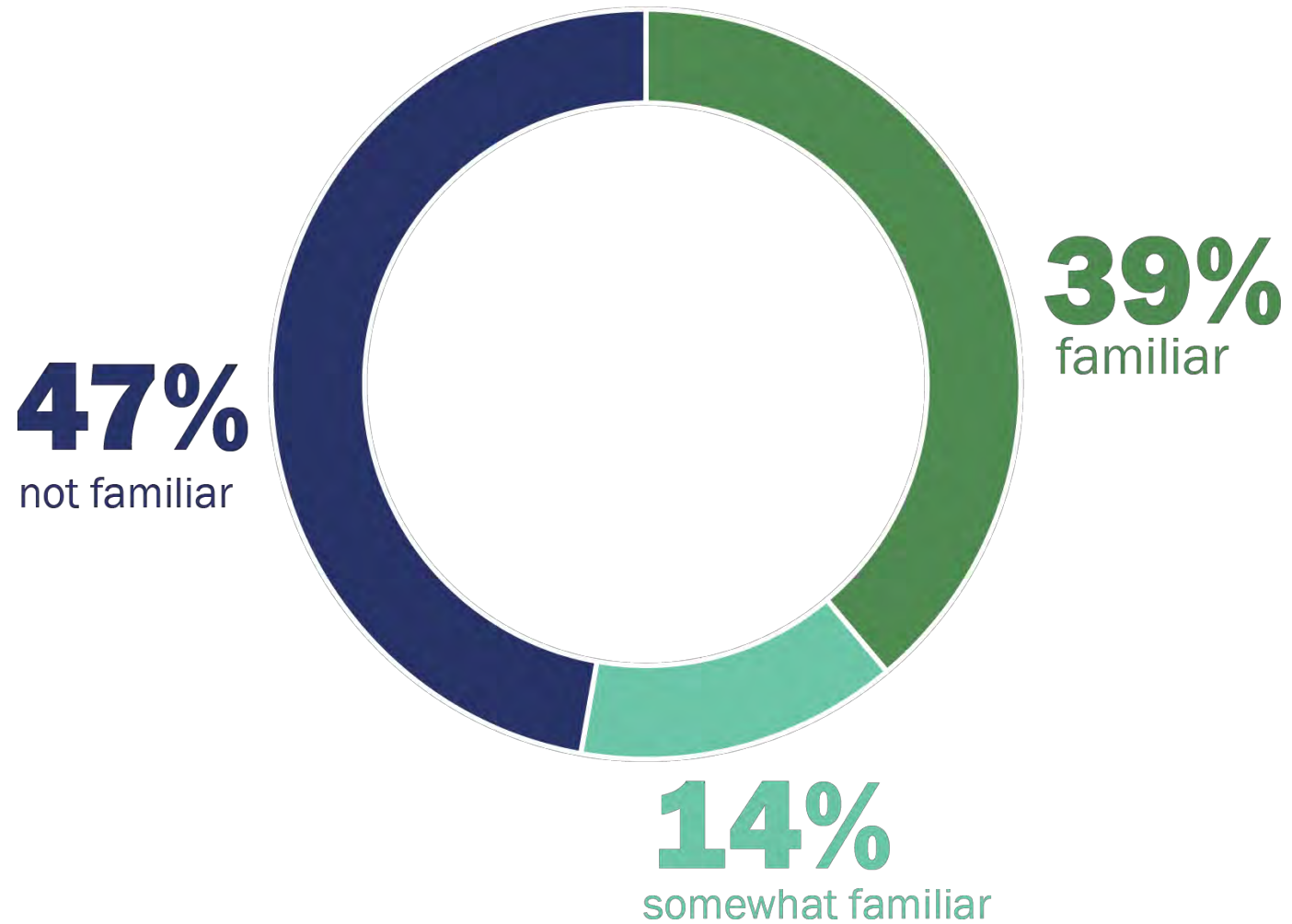
Refine the plan with the
community and stakeholders



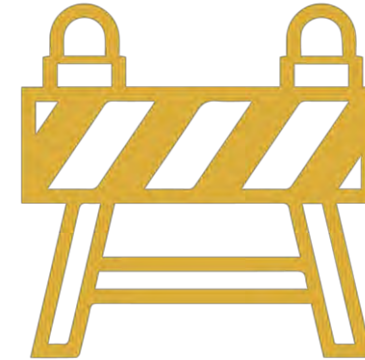
Staff Survey Results



How familiar are you with the priority bike corridors?



70% of respondents
think their community is making
good progress on implementing the
priority corridors.



The most common barriers delaying
implementation are **lack of funding** and the
feasibility of corridor recommendations.

Biggest challenges for people walking...

**SPEED OF
TRAFFIC**



**LACK OF
CROSSINGS**



**SAFETY
CONCERNS**



Biggest challenges for people biking...

**SAFETY
CONCERNS**



**SPEED OF
TRAFFIC**



**LACK OF BIKE
FACILITIES**



Biggest challenges for people accessing transit...

**FREQUENCY
OF TRANSIT**



**SAFETY
CONCERNS**



**LACK OF SAFE SPACE
TO WALK / BIKE**





Priority Bike Corridors

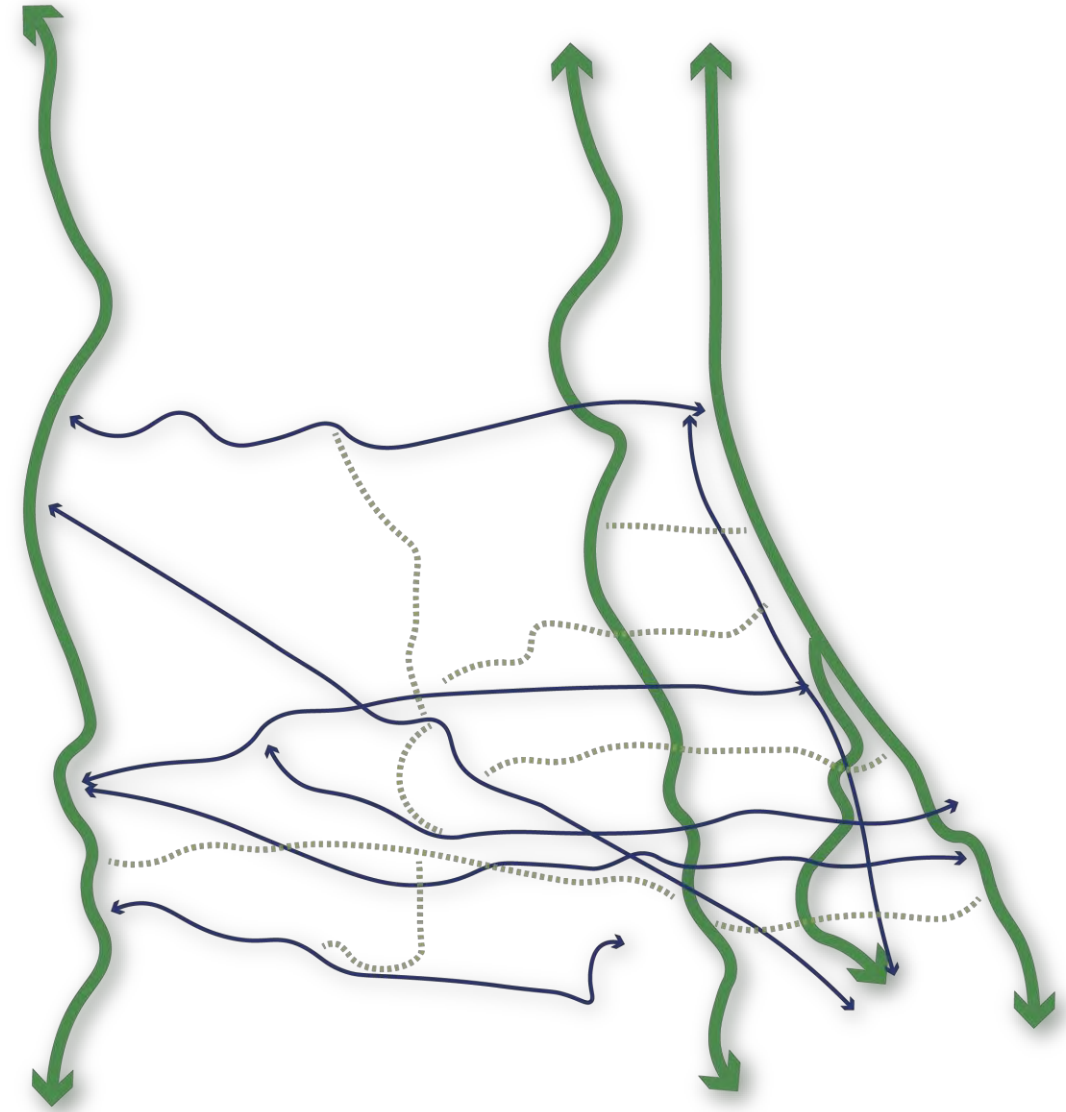


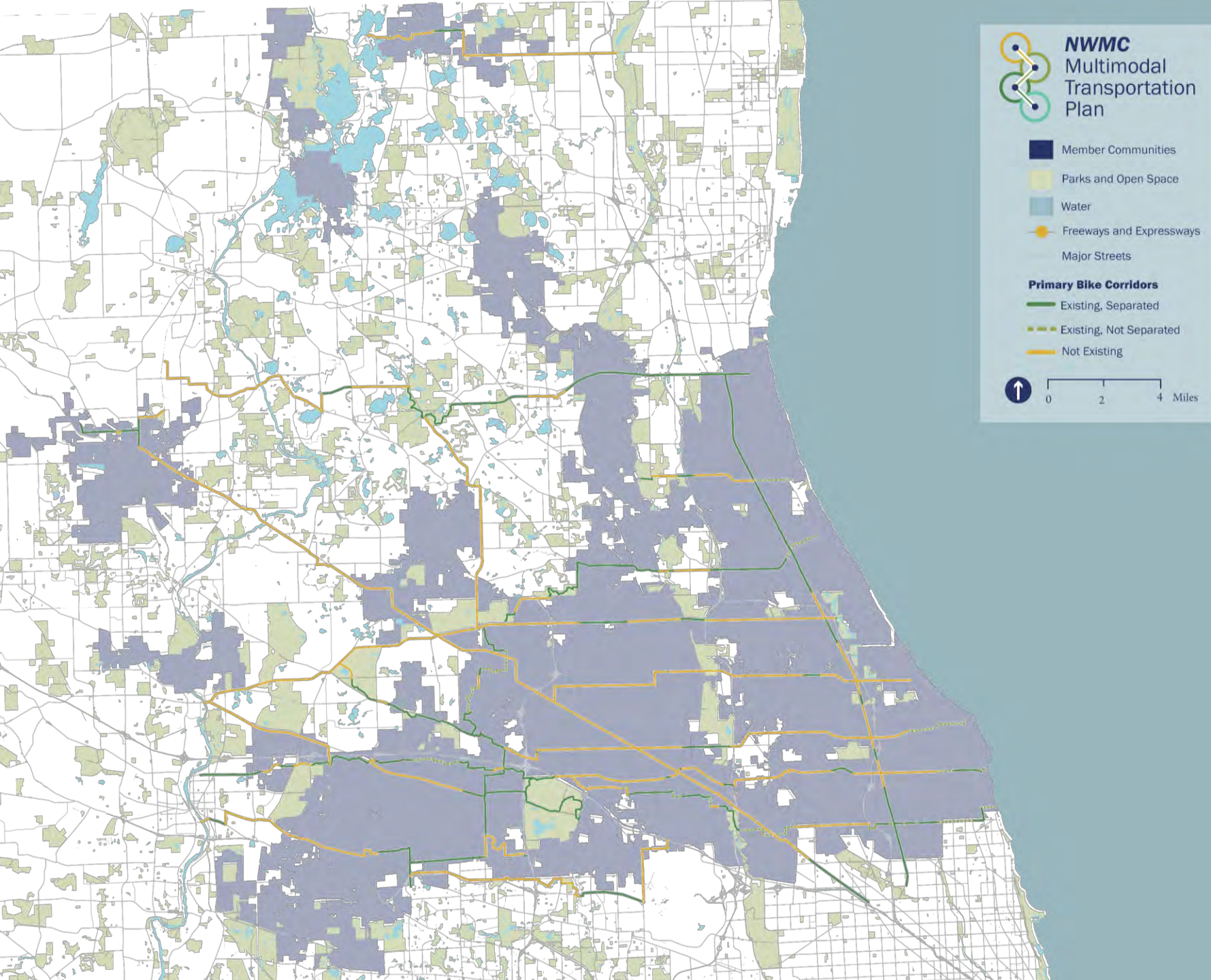
NWMC 2010 Bike Plan

Resources on best practices,
policies, programs, and funding

Focus on E-W connections to build
a regional network

Develop rating system and identify
16 priority corridors





42%

of priority corridors
completed (137 out of 326 miles)

Closest to completion

Deerfield Rd. (78% complete)

Howard/Sibley (75% complete)

Skokie Valley (72% complete)

Furthest from completion

Northwest Hwy (4% complete)

Willow Rd. (6% complete)

Depot St./IL-173 (11% complete)

73%

Of facilities built to-date are
separated (e.g., sidepath,
trail, separated bike lane)

2010 Rating Criteria

- % of corridor existing, programmed, planned, future, and unknown
- Number of municipalities and % NWMC members
- New recommendation
- Connectivity to regional destinations
- Connectivity to trail network
- Connectivity to transit
- Directness
- Barriers

Updated Rating Criteria

- % of corridor existing, programmed, planned, future, and unknown
- Number of municipalities and % NWMC members
- New recommendation
- Connectivity to regional destinations
- Connectivity to trail network
- Connectivity to transit
- Directness
- Barriers
- Level of traffic stress for people biking
- Population and jobs within a half mile
- Crashes where a person walking/ biking was seriously injured or killed

	Existing	Population	Trains within 1/2 mi	Priority Pace within 1/2 mi	Directness	Crashes	Barriers	Land Use	Jobs	Destinations
ComEd	69%									
Deerfield Road	78%									
Depot St/ IL 173	11%									
Dundee Road	13%									
Elgin O'Hare	19%									
Everett/Old Elm	43%									
Fairfield/Quentin	68%									
Glenview Central Algonquin	40%									
Golf Road	52%									
Higgins	46%									
Howard/Sibley	75%									
Irving Park	38%									
Millenium Trail	55%									
Northwest Corridor	4%									
Skokie Valley	72%									
Willow Road	6%									

What is our vision for the priority corridors?

What standards should be established for the priority corridors?



Prioritizing Sidewalk Gaps



Sidewalk gap assessment

Surveying all collectors/arterials within NWMC communities

+ All roads within ½ mile of

- CTA rail station
- Metra station
- High priority bus stops (stops in top 5% of daily boardings and Pulse routes)

Prioritization criteria

Proximity to transit

Connectivity assessment

Proximity to schools

Estimated cost

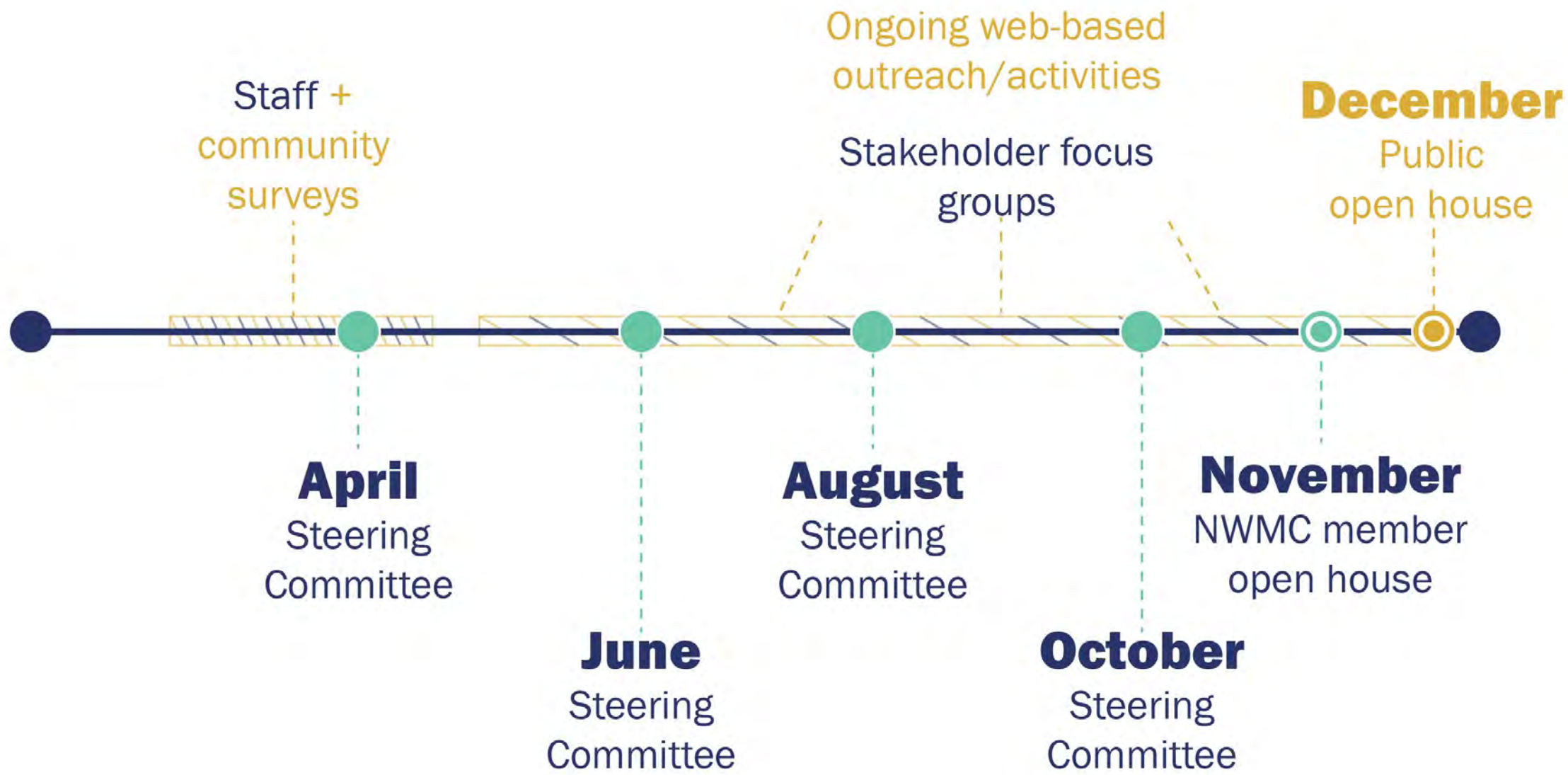
Located in high density/mixed
use/job cluster

Property ownership



Stakeholder Focus Groups







NWMMCMultiModalPlan.org

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