

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*

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

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
Wilmette
Winnetka

President
Arlene Juracek
Mount Prospect

Vice-President
Daniel DiMaria
Morton Grove

Secretary
Kathleen O'Hara
Lake Bluff

Treasurer
Ghida Neukirch
Highland Park

Executive Director
Mark L. Fowler

I. Call to Order/Introductions

II. Approval of January 22, 2019 Meeting Minutes (Attachment A)

Action Requested: Approval of Minutes

III. Village of Glencoe Active Transportation Plan Presentation

Adam Hall, management analyst with the Village of Glencoe, will present on the Village's recently adopted [Active Transportation Plan](#). The Village, Park District and School District worked collaboratively with the Active Transportation Alliance to develop the plan, which provides a framework for advancing health, equity, safety, economic, social, and environmental goals.

Action Requested: Informational

IV. NWMC Multimodal Plan Update & Steering Committee Organization

Staff will review the schedule for the NWMC Multimodal plan and provide an overview of planned outreach activities. Staff requests input on the project's steering committee membership as well as suggestions on how to best serve the steering committee and perform outreach.

Action Requested: Discussion

V. HB 1590 – "Scooter Bill"

Staff will provide an overview of Illinois [House Bill 1590](#) which defines low-speed electric scooters and requires a driver's license for their use. The bill would allow scooters to be used on bicycle facilities.

Action Requested: Discussion

VI. Local Project Updates

The Committee and others are asked to provide updates on bicycle and pedestrian related projects.

Action Requested: Discussion

VII. Other Business

VIII. Adjourn

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Northwest Municipal Conference Bicycle and Pedestrian Committee Tuesday, January 22, 2019 Draft Meeting Minutes 10:30 a.m. NWMC Offices

Committee Members Present:

Derek Peebles, Civil Engineer, City of Des Plaines (co-chair)
A.C. Buehler, Trustee, Village of Northbrook (co-chair)
Dan Randolph, Civil Engineer 2, Village of Niles
Laura McCarty, Parks and Recreation Director, Village of Lincolnwood
Patrick Knapp, Transportation Planner, Village of Schaumburg
Mike Hankey, Director of Transportation, Village of Hoffman Estates
Nellie Beckner, Assistant to the Village Manager, Village of Mount Prospect
Andrew Binder, Planning and Zoning Coordinator, Village of Barrington

Others Present:

Steve Robles, Assistant Director of Community Development, Village of Wheeling
Briget Schwab, Civil Engineer II, Village of Arlington Heights
Alex Riegler, Civil Engineer, Village of Streamwood
Adam Beladi, Project Manager, Village of Northbrook
James Tigue, Civil Engineer, Village of Glenview
Matt Gomez, Trail Advocacy Manager, Active Transportation Alliance
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

I. Call to Order/Introductions

Trustee Buehler called the meeting to order at 10:32 a.m. and asked those present to give introductions.

II. Approval of December 18, 2018 Meeting Minutes

The minutes were approved on a motion by Ms. Beckner, seconded by Mr. Knapp.

III. NWMC Multimodal Plan Update

Mr. Jackson reported that on January 9, the CMAP Board approved a contract with Sam Schwartz Engineering to conduct the NWMC Multimodal Plan update. He noted that two sub-consultants, the Lakota Group and TranSystems, would be assisting with outreach and the sidewalk inventory. Mr. Jackson said that there would be significant outreach to committee members and other stakeholders, including member surveys, focus groups, a project website, and a stakeholder open house. He also said that the bicycle and pedestrian committee would form the bulk of the steering committee, with representatives from a small number of additional agencies joining as well. Finally, Mr. Jackson reported that the plan would take about 1 year to complete.

Mr. Peebles asked that the final approved project scope be sent to the committee. Mr. Jackson confirmed that NWMC staff would distribute it following the meeting. Trustee Buehler asked if the final plan would be presented to the group. Mr. Klingenstein said that it would, and outlined the potential plan adoption process.

IV. Des Plaines River Trail Southern Segment Corridor Plan and Suburban Trail Advocacy

Mr. Gomez introduced himself and provided an overview of the Active Transportation Alliance's work. He then described Trail Connect Chicagoland, the organization's initiative to connect all trails in the region. He displayed maps showing existing, programmed, and future trails, and he reviewed the principles of the initiative. He also reviewed some of the advocacy strategies that the Active Transportation Alliance has used in the suburbs. He urged relevant members of the committee to attend the next meeting of the north suburban advocacy group. Derek asked about whether an area in the northern suburbs that the Active Transportation Alliance is targeting for trail improvements would involve constructing on-street or off-street bike facilities. Mr. Gomez responded that the facilities would likely be on-street.

Mr. Gomez then reviewed the Phase I study being conducted on the southern segment of the Des Plaines River Trail. He also noted that the Des Plaines River Trail Intergovernmental Coalition had been formed to help determine potential trail improvements along the stretch of the trail from Touhy Avenue to North Avenue. Mr. Gomez next discussed the contents of the Des Plaines River Trail Southern Segment Corridor plan, which reviewed existing conditions along the trail and provided suggestions for improving trail access and wayfinding signage, as well as strategies to mitigate flooding. Mr. Hankey asked if access point data was based off of a survey that the Active Transportation Alliance conducted about trail use. Mr. Gomez said that it was based off of survey data, and he mentioned some of the more popular access points. He also reviewed some specific recommendations, including adding more mid-block crossings at major arterials, adding more striped or protected bike lanes near the trail, and engaging local businesses. Mr. Peebles noted that the survey results consistently show that trail users want to be routed near the river, but that doing so invites more opportunities for flooding. Mr. Gomez confirmed that these priorities are difficult to balance, and that the Phase I consultant is working on possible solutions.

V. Calls for Transportation Projects

Mr. Klingenstein reported that the call for projects was open for the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the Transportation Alternatives Program (TAP-L), and the Surface Transportation Program (STP) Shared Fund. He then reviewed the application process and provided a demonstration of how to use the CMAP eTIP website when submitting project applications.

Mr. Klingenstein then reported on the open call for projects for the Invest in Cook Program, noting that \$8.5 million in funding was available to help fund planning, preliminary and design engineering, and construction. Mr. Klingenstein then reviewed eligible project types and provided examples of past projects completed by NWMC member communities.

VI. Local Project Updates

Mr. Knapp discussed a number of projects occurring in Schaumburg, including projects on Woodfield Rd., Meacham Rd., and in the Village's industrial area. Mr.

Randolph asked about funding for the projects in the Eastern portion of the Village. Mr. Knapp replied that he believed those projects were STP-funded, but that he was not certain. Mr. Knapp also discussed a project occurring at the former Motorola campus, explaining that the area would be bike and pedestrian friendly. He also reported on a bicycle and pedestrian bridge being built over Central Road, and a bridge at Roselle Road. Trustee Buehler asked if the goal of the bridge was to dissuade bicyclists and pedestrians from using Central Road. Mr. Knapp replied that he was unsure if a crossing existed at the moment, but that the intent was for people to use the bridge as an alternative. Mr. Peebles asked if Schaumburg's sidepaths were constructed with asphalt. Mr. Knapp said that they were.

Mr. Randolph reported that the Phase II engineering and right-of-way acquisition was underway on the Howard St. reconstruction and sidepath in Niles. He also said that the Village would be putting out an RFQ for Phase I and Phase II engineering on the North Branch Trail. Mr. Peebles asked who has jurisdiction over Howard St. Mr. Randolph responded that it varied by section, but that it was mostly maintained by Niles.

VII. Other Business

Mr. Jackson reported that the Active Transportation Alliance had put out a request for municipal GIS data relating to existing and future bike facilities. He provided contact information for the request and urged committee members to respond. He also reported on the Rails to Trails conservancy grant and provided information about how to apply. Mr. Klingenstein also noted that the meeting currently scheduled for April 16 would need to be rescheduled to April 23, due to a conflict with the National Planning Conference.

Trustee Buehler noted that the next meeting was scheduled for February 26.

IX. Adjourn

The meeting was adjourned on a motion by Mr. Hankey, seconded by Mr. Randolph.



Glencoe Active Transportation Plan

Introduction

Background

- Detailed Action Plan for Biking/Walking Improvements
 - Study Cost \$20,300.
- Includes:
 - Safe Connections
 - Improving Access
 - Public Engagement
 - Recommendations

Timeline

- Steering Committee established
- Study began in October 2017
- Public engagement throughout the planning process
- Community open house meeting on October 10



Support and Funding

Community Support

- Presented proposed study to School District and Park District Boards.
- Commitment from governance organizations

Funding

- Pledge of funding amounting to \$11,900
- Applied for Invest in Cook Program

Scope Refinement

- Reduced cost of study
- Retained important components of the study



Sustains Ongoing Initiatives

- The approved Downtown Plan by the Village Board includes recommendation to prepare bicycle and alternative vehicle accommodation plan.
- Glencoe Park District Master Plan includes recommendations to complete sidewalk or trail improvements to increase connectivity.
- Advances School District #35's guiding principle to provide and promote a safe and secure learning environment.
- Biking and walking plan can result in more efficient capital planning, and coordination for educational and encouragement campaigns.
- Continues to foster intergovernmental cooperation and partnership.



Plan Deliverables

- **Total Cost: \$20,300**

Existing Condition Assessment

- Review of Local and Regional Plans for consistency
- Locate shortfalls in our public infrastructure system (i.e. sidewalk gaps, trail improvements)

Public Engagement

- Planning workshops open to all residents
- Prioritization workshops open to all residents
 - Community members invited to prioritize recommended capital projects

Recommendations

- Map of community-wide network and recommendations.
- Project list and implementation matrix





101ST GENERAL ASSEMBLY

State of Illinois

2019 and 2020

HB1590

by Rep. Marcus C. Evans, Jr.

SYNOPSIS AS INTRODUCED:

625 ILCS 5/1-140.11 new
625 ILCS 5/1-146
625 ILCS 5/1-217
625 ILCS 5/11-1518 new

from Ch. 95 1/2, par. 1-146
from Ch. 95 1/2, par. 1-217

Amends the Illinois Vehicle Code. Defines "low-speed electric scooter". Provides that a person may not operate a low-speed electric scooter without a driver's license, instruction permit, or State identification card and unless he or she is 16 years of age or older. Provides that a person may operate a low-speed electric scooter where the operation of bicycles is permitted, including, but not limited to, bicycle lanes and bicycle paths, and shall have all of the rights and shall be subject to all of the duties applicable to the rider of a bicycle. Provides requirements for lamps and reflectors for use at nighttime. Provides requirement for brakes. Prohibits the equipping or use of sirens, with the exception of scooters that are police vehicles or fire department vehicles. Effective immediately.

LRB101 08760 TAE 53847 b

1 AN ACT concerning transportation.

2 **Be it enacted by the People of the State of Illinois,**
3 **represented in the General Assembly:**

4 Section 5. The Illinois Vehicle Code is amended by changing
5 Sections 1-146 and 1-217 and by adding Sections 1-140.11 and
6 11-1518 as follows:

7 (625 ILCS 5/1-140.11 new)

8 Sec. 1-140.11. Low-speed electric scooter. A device
9 weighing less than 100 pounds, with 2 or 3 wheels, handlebars,
10 and a floorboard that can be stood upon while riding, that is
11 solely powered by an electric motor and human power, and whose
12 maximum speed, with or without human propulsion on a paved
13 level surface, is no more than 20 miles per hour. "Low-speed
14 electric scooter" does not include a moped, motor-driven cycle,
15 motor vehicle, or vehicle.

16 (625 ILCS 5/1-146) (from Ch. 95 1/2, par. 1-146)

17 Sec. 1-146. Motor vehicle. Every vehicle which is
18 self-propelled and every vehicle which is propelled by electric
19 power obtained from overhead trolley wires, but not operated
20 upon rails, except for vehicles moved solely by human power,
21 motorized wheelchairs, low-speed electric bicycles, low-speed
22 electric scooters, and low-speed gas bicycles. For this Act,

1 motor vehicles are divided into two divisions:

2 First Division: Those motor vehicles which are designed for
3 the carrying of not more than 10 persons.

4 Second Division: Those motor vehicles which are designed
5 for carrying more than 10 persons, those motor vehicles
6 designed or used for living quarters, those motor vehicles
7 which are designed for pulling or carrying freight, cargo or
8 implements of husbandry, and those motor vehicles of the First
9 Division remodelled for use and used as motor vehicles of the
10 Second Division.

11 (Source: P.A. 96-125, eff. 1-1-10.)

12 (625 ILCS 5/1-217) (from Ch. 95 1/2, par. 1-217)

13 Sec. 1-217. Vehicle. Every device, in, upon or by which any
14 person or property is or may be transported or drawn upon a
15 highway or requiring a certificate of title under Section
16 3-101(d) of this Code, except devices moved by human power,
17 low-speed electric scooters, devices used exclusively upon
18 stationary rails or tracks and snowmobiles as defined in the
19 Snowmobile Registration and Safety Act.

20 For the purposes of this Code, unless otherwise prescribed,
21 a device shall be considered to be a vehicle until such time it
22 either comes within the definition of a junk vehicle, as
23 defined under this Code, or a junking certificate is issued for
24 it.

25 For this Code, vehicles are divided into 2 divisions:

1 First Division: Those motor vehicles which are designed for
2 the carrying of not more than 10 persons.

3 Second Division: Those vehicles which are designed for
4 carrying more than 10 persons, those designed or used for
5 living quarters and those vehicles which are designed for
6 pulling or carrying property, freight or cargo, those motor
7 vehicles of the First Division remodelled for use and used as
8 motor vehicles of the Second Division, and those motor vehicles
9 of the First Division used and registered as school buses.

10 (Source: P.A. 92-812, eff. 8-21-02.)

11 (625 ILCS 5/11-1518 new)

12 Sec. 11-1518. Low-speed electric scooters.

13 (a) A person may operate a low-speed electric scooter where
14 the operation of bicycles is permitted, including, but not
15 limited to, bicycle lanes and bicycle paths, and shall have all
16 of the rights and shall be subject to all of the duties
17 applicable to the rider of a bicycle under this Chapter, except
18 as otherwise provided in this Section, and except for
19 provisions that by their nature can have no application,
20 including subsection (a) of Section 11-1503.

21 (b) A person may not operate a low-speed electric scooter
22 without a driver's license, instruction permit, or State
23 identification card.

24 (c) A person may not operate a low-speed electric scooter
25 unless he or she is 16 years of age or older.

1 (d) A low-speed electric scooter may be parked in the same
2 manner and at the same locations as a bicycle may be parked.

3 (e) Every low-speed electric scooter when in use at
4 nighttime shall be equipped with a lamp on the front that emits
5 a white light visible from a distance of at least 500 feet to
6 the front and with a red reflector on the rear that is visible
7 from all distances from 100 feet to 600 feet to the rear when
8 directly in front of lawful lower beams of headlamps on a motor
9 vehicle, except that a lamp emitting a steady or flashing red
10 light visible from a distance of 500 feet to the rear may be
11 used in addition to or instead of the red reflector.

12 (f) A low-speed electric scooter shall not be equipped with
13 nor shall any person use upon a low-speed electric scooter any
14 siren. This subsection does not apply to a low-speed electric
15 scooter that is a police vehicle or fire department vehicle.

16 (g) Every low-speed electric scooter shall be equipped with
17 a brake that will adequately control movement of and stop and
18 hold the low-speed electric scooter.

19 Section 99. Effective date. This Act takes effect upon
20 becoming law.