



Agenda
Village of Arlington Heights
Bicycle and Pedestrian Advisory Commission
Commissions Room
33 S. Arlington Heights Rd, AH
November 18, 2021
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Minutes of September 30, 2021

IV. REPORTS

- A. Phase I Windsor Road Diet-Request for Proposal Update by Staff

V. OLD BUSINESS

- A. Potential Sustainability/Green Aggregation Funds Budget Allotment for Bike Plan Improvements - Final Recommendation to Village Board is Requested from BPAC
- B. Enhanced Educational Pedestrian & Bicycle Safety Programs including bike rodeo, public education and enforcement - Discussion and recommendations

VI. NEW BUSINESS

- A. Spring 2022 Community Bike Ride - Establish Date

VII. OTHER BUSINESS

VIII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



**Bicycle and Pedestrian Advisory Commission
11/18/2021**

Item: Minutes of September 30, 2021

Department: Public Works

ATTACHMENTS:

Description	Type
Minutes of September 30, 2021	Minutes

***Minutes of the Arlington Heights Bicycle and Pedestrian Advisory Commission
Thursday, September 30, 2021 in the Commissions Room at Village Hall***

COMMISSION MEMBERS IN ATTENDANCE:

Charlotte Obodzinski, Chairman
Paul Danko
Juergen Juffa
Richard Lenski
Lyn Sakata
Jay Virchow

MEMBERS ABSENT:

David Easley

STAFF PRESENT:

Briget Schwab, Engineering Liaison, VAH
Russell Mandel, Police Department, VAH

OTHERS PRESENT:

RESIDENTS IN ATTENDANCE:

CALL TO ORDER:

A quorum being present, C. Obodzinski called the meeting to order at 7:30 p.m.

APPROVAL OF MINUTES:

L. Sakata moved to approve the Minutes of the Bicycle Advisory Commission Meeting from August 2, 2021. J. Virchow seconded the motion and the motion carried unanimously.

REPORTS:

B. Schwab reported that the Kensington Road Resurfacing and Multi-Use Path project is nearing completion. B. Schwab was informed that, due right-of-way changes and utility conflicts, the multi-use path on the north side does not extend all the way to Rammer Ave, the existing on-street bike route. Instead, the sidepath terminates one block east at Evanston Ave. B. Schwab proposed moving the existing bike route to Evanston Ave and requested feedback from the BPAC. All commissioners agreed this was a good solution. J. Juffa commented that the revision provides a better alternative for less secure riders to cross at the signalized intersection at Regency Drive West.

B. Schwab reported that the Algonquin Rd and Wilke Rd intersection Phase 2 Design was just approved by the Village Board. The project will be led by the Village of Rolling Meadows and Arlington Heights is participating. This project will include intersection improvements and the extension of the side path along the east side of Wilke Rd from the 7-11 up to Bray Court.

B. Schwab reported that the Village of Arlington Heights' Wilke Road Resurfacing and Multi-Use Path Project was selected to receive Phase 1 funding from the Federal Surface Transportation Program (STP). This project will include the resurfacing of Wilke Road from Algonquin Road to Northwest Highway and the extension of a multi-use path along the east side of Wilke Road from Bray Court to north of Orchard Place. J. Juffa asked for clarification on the limits of the side path and asked if it extends to White Oak Street. B. Schwab stated that the current proposal is that the side path would extend past White Oak St all the way to Orchard.

R. Lenski stated that the new Rapid Flashing Beacon (RFB) at Kirchhoff and Dwyer is a great improvement and he sees motorists actually stop at this intersection since this was installed. B. Schwab indicated that the Village has received a lot of positive feedback and an increase of requests for this type of treatment. C. Obodzinski said she has seen a lot of these in the Buffalo Grove area. B. Schwab explained that the RFB treatment is only used in locations that are warranted with a lot of pedestrian and bicycle activity.

B. Schwab shared that she has received an increase in Bicycle and Pedestrian improvement requests and wanted to share these requests with the BPAC for informational purposes, feedback, and consideration when developing priority projects.

One request was for improvements to the Sigwalt/Davis Street bike route which currently includes a bike lane that dead ends near Village Hall on the west end at Cleveland Avenue on the east end. The citizen request indicated this route is confusing and abruptly ends on both ends. The request further stated that there is no guidance for cyclists to navigate the intersection at Northwest Highway and Arthur Ave or across Arlington Heights Rd. B. Schwab explained that the Village is at the limits of its right-of-way and highly unlikely that the Village would be able to obtain an additional right-of-way at the Northwest Highway and Arthur Avenue. C. Obodzinski and J. Juffa acknowledged the difficulty of this intersection and agree that obtaining additional right-of-way would be difficult. B. Schwab explained the Bicycle and Pedestrian Plan currently calls for sharrows to be used at this intersection but the Village received some backlash when the Dryden sharrows were installed because it wasn't a treatment for all users. C. Obodzinski stated that the existing ramps at the signal at Northwest Highway are hardly enough room for a stroller. B. Schwab explained that the current recommendation is for bicycle users to use the sidewalk and cross at the signal, and a sign letting users know this can be added for clarification.

B. Schwab received another citizen request that the Village actively pursue a side path along Northwest Highway. B. Schwab explained that the current Northwest Highway Corridor Plan developed by the Northwest Municipal Conference does not call for a side path along the entire length of Northwest Highway and recommends an alternate route that takes cyclists through the Village on-street bicycle routes to Euclid Avenue. J. Juffa recalled that the Bike and Pedestrian Plan had identified that majority of the Northwest Highway Corridor alternate route just needed to be signed and only a small portion of the side path on Euclid that needed to be constructed at Northwest Highway to complete the side path.

B. Schwab shared the final citizen request was asking the BPAC to consider prioritizing the completion of the Buffalo Creek crossing at Wilke Road with the alternate design option that was identified in the Bicycle and Pedestrian Plan that included a side path along the north side of Lake Cook Road to connect to Schaeffer Road. While the citizen was happy with the improvements that were made to access the Buffalo Creek Forest Preserve at Wilke he felt it falls short for road bikes because they are unable to ride on the limestone screening. He expressed safety concerns because cyclists with road bikes are still crossing at the unprotected intersection of Schaeffer Road. R. Lenski agreed that is very difficult to cross Schaeffer Road and has witnessed many road bikers cross Lake Cook Road at that point. J. Juffa feels that the limestone sidepath is excellent and thinks it would be possible for road bikes to also use the existing limestone path.

L. Sakata asked why the new bike path and sidewalk was torn up on Euclid Avenue. B. Schwab was not sure why they were being torn up and only learned of the sidepath being torn up today. B. Schwab's assumption is that it has to do with the development currently going on and the timeline of the grant used to build the sidepath and the developer needing to install storm main and widen the road as part of their project. B. Schwab stated the improvements are not something being completed by the Village of Arlington Heights and will follow up and report back to BPAC at the next meeting.

OLD BUSINESS:

B. Schwab wanted to review the BPAC's current project priorities that was recommended by BPAC to Staff in October 2019 and ensure these remain the priority projects as funding opportunities are available. The current priority list is:

1. Windsor Road Diet from Crabtree to Palatine Road/ Dryden Place to Thomas Street
2. Wilke Road Side Path
 - 2.1. Algonquin Road to White Oak Street
 - 2.2. White Oak Street to Central Road
3. Kennicott Avenue and Palatine Road
4. Goebbert Road Buffered Bike Lane
5. Northwest Highway crossing at Walnut Avenue/Ridge Road
6. Underpass at Douglas and Kensington – improve accessibility
7. ComEd right-of-way
8. Rand Rd/Palatine Rd/Arlington Heights Rd (referred to as the “Triangle District” by BPAC)

B. Schwab reported that the Village did apply for Local Technical Assistance Program (L-TAP) funds for Phase 1 funding for both the Windsor Rd Diet and the ComEd right-of-way multi-use path but was not successful in receiving grant funding. However, the Village Board did budget \$50,000 for the Phase 1 which includes developing the project scope, environmental studies, traffic analysis and preliminary design. The initial plan was to go out with a request for proposal (RFP) in the first quarter of 2021. However, IDOT was delayed in announcing the L-TAP awards, so Staff wanted to wait until the awards were announced. The RFP for the Windsor Road Diet – Phase 1 Report will go out by the end of 2021. C. Obodzinski asked if it is possible to implement tactical urbanism before Phase 1. B. Schwab stated that it would still require some level of IDOT approval because of Palatine Rd intersection and recommends just moving forward with Phase 1. B. Schwab thought it would be a possible idea if there were several design options and we could try them out before moving forward with permanent infrastructure to see what the public feedback is at that point.

B. Schwab reported that some pedestrian improvements have been made via IDOT projects along Rand Rd, Palatine Rd, and Arlington Heights Rd with intersection improvements to improve accessibility. IDOT also improved ADA accessibility with new sidewalks at Palatine Rd and Kennicott Rd, but there are still recommendations in the Bicycle and Pedestrian Plan that have not been implemented.

Sergeant Mandel reported that an officer was injured at the pedestrian underpass because she collided with another user. BPAC asked about the installation of a mirror so users can see if someone else is there as they are coming through. B. Schwab indicated that she has asked for this improvement and it is also recommended in the Bicycle and Pedestrian Plan but there is concern of the mirror getting broken. BPAC asked if plexiglass mirrors were an option. B. Schwab will follow up on this request.

J. Juffa commented that a camera was recently installed at the light at Walnut Ave and Euclid Ave works much better for bicycle detection and is a great practice.

C. Obodzinski asked if any of these projects are eligible for RTA Access to Transit funds. B. Schwab is not sure and will need to look into this grant source. C. Obodzinski thinks it is possible that Goebbert Rd would qualify because it connects to the 208 and 606 Pace Bus routes.

NEW BUSINESS:

C. Obodzinski briefly discussed the Strategic Goals set by the Village Board and hoped everyone had a chance to review the e-mail that B. Schwab sent with the Strategic Goals. Sgt. Mandel noted that the Police Department used the goals set by the Village Board for the Police Department goal setting. The Police Department has adopted the goal to increase safety and education for active transportation. Sgt.

Mandel has been tasked with creating an educational outreach program to achieve this goal and is looking for support from the BPAC to accomplish this. Sgt. Mandel's ideas to address adults is to create video to review the Rules of the Road for both motorists and bicyclists that can be posted on the Village website and the cable access channel. To reach children his plan is to hold bike rodeos in at least three different locations in town south side of Arlington Heights, middle of Arlington Heights and the north side of Arlington Heights. His hopes is to create an accessible event that is not too massive. In addition to the three core bike rodeos he would also like to have a pop-up events a couple times of year using the Bike Safety Town at the Arlington Ridge Center. He's like to include giveaways such as bells, bike helmets, and literature. Sgt. Mandel is also looking to include bike shops and the Arlington Heights Bicycle Club. He is specifically looking for contacts and suggestions from the BPAC on ways to involve local bike shops and the bike club.

Sgt. Mandel informed the BPAC that the Police Department had an e-bike donated by Samcycle out of Palatine and purchased another one. He has trained nine or ten officers to ride e-bikes and is a certified trainer through International Police Mountain Bike Association. C. Obodzinski shared that J. Virchow informed her that the new Maker's Space for the Arlington Heights Memorial Library has a bike repair kit that will soon be installed. She suggested having an event with them to teach how to repair a bike tire and incorporate a safety class. In addition, she would like to see an electric-bike safety class due to the increase in not only electric bikes, but also in the use of electric scooters and skateboards. R. Mandel said he would be able to adapt a program he currently uses to teach officers e-bike usage for a civilian class. C. Obodzinski also offered her support and willingness to volunteer at events. L. Sakata offered that she is a member of the Arlington Heights Bike Club and that they hold their own classes and thinks a number of the AH Bike Club members would also be willing to volunteer their time for this initiative. Once more concrete information regarding dates and times is available, she will reach out to the AH Bike Club.

J. Juffa shared that he is also a certified League Cycling instructor and attempted to hold bicycle safety classes over the years but had an incredibly difficult time gaining interest. The classes J. Juffa held previously only had three or four attendees, most of which were there for job requirements or aspirations to become a League Cycling instructor themselves. J. Juffa stressed that reaching people and getting them to attend would be the largest challenge. J. Juffa did offer to be a resource and would possibly be available to volunteer events if his schedule allows. Sgt. Mandel stated that the Police Department has large social media following and has been successful reaching citizens for other events they have held and believes they would have a successful turnout, especially if the events included partnerships from the community.

J. Virchow offered a suggestion of incorporating a bike program at the schools that include bike safety and education. Sgt. Mandel stated that they have School Resource Officers that rotate to schools and thinks this could be a good resource for a program. Most recently, the Westgate PTA requested the involvement of the Police Department in an initiative that promoted bike to school for a month. Much of the student population participated and Westgate actually had an issue that there were not enough bike racks, so Sgt. Mandel would love to see something like this at all of the schools and offered his support. Sgt. Mandel asked J. Virchow to connect with him via e-mail so he can get him in touch with the School Resource Officers.

J. Juffa suggested using the large social media presence of the Police Department by promoting Ride Illinois' Bike Safety Quiz. J. Juffa believes it to be an excellent bicycle education resource that is easy to access with no associated costs. He also commented that you can get a certificate after completion. Sgt. Mandel likes this idea and explained that the Village is currently working a social media campaign that asks drivers with a fastened seatbelt to take a selfie, while not driving of course, and then share on social media. Sgt. Mandel believes a similar campaign can be run with the Bike Safety Quiz certificate. C. Obodzinski offered that the Arlington Heights Mom's Facebook page is very active and she often sees posts that promote events that could be another resource.

R. Lenski would like to see the Community Bike Ride also get reinstated in 2022 and with more advance planning. He felt the last few Community Bike Ride events have been last minute and thinks with more advance planning the event could be successful. Sgt. Mandel offered the use of the Police Department social media pages to promote and BPAC events and he also recommends using the Civic Event sign at Northwest Highway to promote events. C. Obodzinski would like to set a date at the next meeting for the spring Community Bike Ride. Sgt. Mandel commented that in future Community Bike Rides he would like to use e-bikes to block intersections instead of using squad cars and increasing the number of officers on bikes at this event.

C. Obodzinski asked B. Schwab to explain the potential Sustainability/Green Aggregation funds budget allotment for bicycle improvements. B. Schwab directed the BPAC to Committee-of-the-Whole meeting minutes from August 9, 2021 and the proposed budget prepared by the Planning Director, Charles Witherington-Perkins, that was included in the meeting packet. The Village Board had discussed potential new sustainability initiatives and green project ideas to utilize the green aggregation funds that the Village has and will receive. The Village Board requested feedback from the BPAC on prioritization of bicycle improvements as well as pedestrian crosswalk concepts. C. Obodzinski acknowledged that the BPAC already receives funding for the installation of bike route signage each year and would like to look at improvements that would have a high impact with more visibility. Based on this meeting's discussion C. Obodzinski questioned if adding mirrors to the underpass or possibly increasing bike racks at the schools or other areas around town is plausible. R. Lenski would like to see more bike racks downtown. B. Schwab would need to look into using the money for other entities and indicated that the Village Board was looking to increase Village bike projects. C. Obodzinski inquired, that since the Wilke Rd improvements would bring the side path to White Oak, if it would make sense to use the funding to explore bicycle accommodations on White Oak Street using tactical urbanism. B. Schwab stated that the Village's Bicycle and Pedestrian Plan calls for a combined bicycle-parking lane because there is not enough room to accommodate separated bike lanes and parking. The minimum design requirements for a bike lane are 4 feet from the face of curb, a parking lane is seven feet wide, and the current driving lane requirement is twelve feet. C. Obodzinski stated that the City of Chicago goes down to ten feet. B. Schwab agreed that she has seen this and that there is possibly room for movement on the lane width requirements since the actual pavement width would still be able to accommodate a fire truck, if needed. C. Obodzinski asked if it was possible to install temporary measures to see what the feedback from the public was before moving forward with a permanent solution. If not White Oak, C. Obodzinski asked if there another location that the Village could apply tactical urbanism to conceptualize projects without permanent infrastructure similar to what was done with Arlington Alfreseco. She explained the public could realize the benefits of a project without having to spend a lot of money or go through a formal design and approval process. L. Sakata stated she would not be happy if parking was taken away in front of her house. B. Schwab explained there would need to be an approval process for any change in parking. B. Schwab said she could put together several alternatives for striping White Oak.

J. Juffa asked how many Phase 1 studies could be completed for \$15,000. B. Schwab said that it would depend on the project but probably not much, if any. J. Juffa said that Dunton north of Euclid is a signage only route that could easily be completed as several other projects that just call for striping. B. Schwab explained she went through an analysis for some of the projects in the Bike and Pedestrian Plan and many of the lane widths of the roads are less than what was identified in the plan, many were not feasible. C. Obodzinski stated that proposing the reduced lane widths from 12-feet down to 11-feet for these locations should be presented to the Board to see if they would be in favor. B. Schwab asked if there were specific routes she should focus on. R. Lenski thinks that White Oak St receives a lot of bike traffic and would be a good location to start. C. Obodzinski also supported White Oak St because of bike traffic and it coordinates with the Wilke Rd proposed side path. B. Schwab stated she would focus efforts there and commented that White Oak is not in the best pavement condition and would not be reconstructed for several years because the watermain is scheduled for replacement. J. Virchow asked if it would be restriped after it was reconstructed and B. Schwab indicated it would.

B. Schwab also indicated that Oakton St is another location that calls for combined-bike parking and from Arlington Heights Rd to Wilke Rd and is tentatively scheduled for resurfacing. However, due to existing pavement width this would be another segment that would have less than 12-foot driving lanes if combined parking lanes were installed. In addition, some of the blocks are even more narrow and may call for sharrows instead.

L. Sakata asked there was an option to add Share the Road signs on Wilke Rd from Miner to Euclid could be added. B. Schwab indicated that previous request for Share the Road signs were not approved but would look into it. P. Danko stated that a previous BPAC member felt that the Share the Road signs were negative towards the cyclists and he preferred the variation of the sign to that indicated motorists should give cyclists three feet.

C. Obodzinski asked what was the timeline for providing the Village Board feedback. B Schwab was told she should have something prepared for the for the Board by end of the year, or possibly a January meeting. C. Obodzinski would like to have another meeting to finalize the recommendation to the Board.

ADJOURNMENT:

P. Danko moved to adjourn the meeting. L. Sakata seconded the motion and the meeting adjourned at 9:04 PM.

APPROVED:

Secretary Date



Bicycle and Pedestrian Advisory Commission
11/18/2021

Item: Potential Sustainability/Green Aggregation Funds Budget Allotment for
Bike Plan Improvements - Final Recommendation to Village Board is
Requested from BPAC

Department: Public Works

ATTACHMENTS:

Description

Type

No Attachments Available