



Agenda
Village of Arlington Heights
Bicycle and Pedestrian Advisory Commission
Hanson Room

May 22, 2018
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Minutes of February 21, 2018
- B. Minutes of April 4, 2018

IV. REPORTS

- A. Chairman's Report of February 21, 2018
- B. Chairman's Report of April 4, 2018

V. OLD BUSINESS

- A. Community Bike Ride - Review of Event

VI. NEW BUSINESS

- A. Ride of Silence - Discussion for 2019 changes
- B. Staff Report - Projects Update

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.



Item: Minutes of February 21, 2018

Department: Engineering

ATTACHMENTS:

Description

Minutes of February 21, 2018

Type

Minutes

***Minutes of the Arlington Heights Bicycle and Pedestrian Advisory Commission
Wednesday, February 21, 2018 in the Hanson Room at Village Hall***

COMMISSION MEMBERS IN ATTENDANCE:

Juergen Juffa, Chairman
Paul Danko
David Easley
Richard Lenski
Alan Medsker
Charlotte Obodzinski
Peter Szabo

MEMBERS ABSENT:

STAFF PRESENT:

Briget Schwab, Engineering Liaison, VAH

OTHERS PRESENT:

RESIDENTS IN ATTENDANCE:

Melissa

CALL TO ORDER:

A quorum being present, J. Juffa called the meeting to order at 7:36 p.m.

APPROVAL OF MINUTES:

Approval of the December 11, 2017 minutes was moved to the next Bicycle and Pedestrian Advisory Commission (BPAC) meeting.

CHAIRMAN'S REPORT:

J. Juffa's report is included as an attachment to these meeting minutes.

J. Juffa is going to ride in the Memorial Day Parade with a bike trailer that holds a sign to advertise the BPAC. B. Schwab said that the Engineering Department would be able to make and supply the sign, if he provided the sign specs.

OLD BUSINESS:

J. Juffa prepared a presentation that summarized the Northwest Municipal Conference Plan recommendation for type of destinations to be signed, and their hierarchy. Their Plan also recommends specific regional destinations that should be included. Some of the locations that the Village of Arlington Heights bikeway systems help connect with that are included on the list are:

1. Arlington Park Racetrack
2. Randhurst Shopping Center
3. Woodfield Mall
4. Busse Woods Forest Preserve
5. Deer Grove Forest Preserve
6. Oakton Community College
7. Harper Community College
8. Buffalo Creek Forest Preserve

J. Juffa asked what criteria the Village should use to decide which regional destinations to include on Village signage that is outside of Village limits. BPAC determined that the following criteria should be considered before signing destinations outside of Village limits:

1. Only sign regional destinations on a designated Regional Corridor,
2. Sign only if reasonable distance from Village bicycle routes,
3. Sign if continuous signage in adjacent community is already in place. If signage in adjacent town is not in place, have signage recommendations included in Plan, but don't install until adjacent community installs,
4. Sign if there is a direct link from a Village bicycle routes,
5. Sign if there is safe access to the destination.

The NWMC Signage Plan also recommends specific shopping centers throughout town as local destination. J. Juffa asked the BPAC if specific shopping center names should be used, or if a more generic term directing cyclists to shopping be used? B. Schwab offered that for the Walk Arlington signage the term "Shopping" was used when directing walkers to shopping centers or plazas. The BPAC did not come to a consensus on how to move forward with how to sign the various shopping destinations throughout town.

J. Juffa inquired what Regional Corridor the BPAC should focus on signing first. His recommendation are the two alternate Regional Corridor's that run through town that are almost complete connections; the alternate route for the Northwest Highway Corridor (along Davis/Dryden), and the alternate route for the Golf Road corridor (along White Oak). BPAC members concurred with this recommendation.

J. Juffa discussed which park district facilities should be used as destinations on the bike route signs, how to handle hard to reach destinations, or destinations not directly on a bike route. The key facilities are community centers, golf clubs, Lake Arlington, Olympic Indoor Swim Center, tennis clubs, and the Senior Center. B. Schwab stated that BPAC should focus on locations that are easily accessible through existing bike routes, but not forgot about the other locations. The other locations that may not have a safe route, should include proposed signage, so when future improvements happen, the signage can be installed as part of those bicycle facility improvements.

J. Juffa also discussed what public transit sites should be signed. He included Arlington Heights downtown Metra, Arlington Park Metra, Buffalo Grove Metra, and P. Danko said Wheeling Metra should be included. A. Medsker maintains that the guideline should be that if the adjacent town does not have continuous signage than, we should not sign stations outside of Arlington Heights. The Pace routes are listed in the report attached to these meeting minutes. J. Juffa overlaid the Pace routes to determine where they overlapped with the Village bike route system.

BPAC agreed to include Robert Morris University as a destination, but decided not to include Harper College at this time due to the distance outside of the Village and lack of continuous signage. The high schools, middle schools, and elementary schools (private and public) will all be included. Only the safest route to the school will be signed.

J. Juffa went through the bike route system and there are 96 points of intersections, so he inquired if the focus should be on the framework routes instead of all routes. P. Szabo agrees that the framework routes should be the focus, and then move on from there. J. Juffa wanted to know what "point" should be used when measuring to "downtown". B. Schwab stated that

when putting the Walk Arlington signs together, Staff determined downtown to be Harmony Park since it is centrally located and a well-known landmark.

J. Juffa stated now that the BPAC agrees on how to apply the principles of signing, the BPAC now needs to determine how to apply this to the \$3500 budgeted for 2018. B. Schwab explained that, while not framework routes, recommendations for the Euclid side path and Kensington Rd side path can be made now. These projects are in design, so hopefully the cost of the signs can be incorporated into the projects instead of the sign budget. However, Rolling Meadows is the lead for the Euclid side path, so the proposal would also need to go through Rolling Meadows. BPAC discussed possible destinations along Kensington side path. J. Juffa recommends ignoring the framework route recommendation made a few minutes ago and to look at signing the proposed sidepath along Kensington Rd, but also continuing signage down Rammer which takes riders to bikeways system in Mount Prospect. Then, continue signage going down Miner to the east to get riders to downtown Arlington Heights. This would complete a connection from downtown Arlington Heights all the way to the Village limits at Mount Prospect, then Mt. Prospect signs their routes to various destinations.

B. Schwab provided an update for the Active Transportation Map. The GIS consortium has completed the base map which is used to create all the maps. They have started to develop the Active Transportation Map and will provide a draft for review when it is ready and the plan is to have it ready for the Bike Swap. The Walk Arlington Story Map has already been developed, but still needs some final information regarding route and destination information and pictures to make it complete. J. Juffa has asked what the next step with Walk Arlington is. B. Schwab reported that there are currently 12 locations that were signed, but there is a plan to install another round of signage. The marketing team is going to have another push of the program in the Spring.

B. Schwab reported that the list of streets for the Street Reconstruction Program has been tentatively selected. The streets to be included in the Street Resurfacing Program has also been tentatively selected and both streets will likely go out to bid in early April. J. Juffa asked if any of the streets had recommended improvement in the Bicycle and Pedestrian Plan. B. Schwab stated that she will confirm the list, but when speaking with Director about including the pavement marking for bike lanes or sharrows as part of the programs, he felt that these treatments should be budgeted separately and specifically asked for as a line item in the budget by the BPAC. In addition, a yearly maintenance budget would have to be proposed as well. B. Schwab will provide the cost per linear foot and cost per square foot. B. Schwab also stated that the striping should also be planned to make sure there is continuity and not just one or two blocks at a time.

B. Schwab reported that the Euclid Side Path is moving forward and is currently in the design phase. B. Schwab is not sure about the time line, but it will connect Arlington Heights and Rolling Meadows. There is also pedestrian improvements planned at Salt Creek Lane intersection as part of this project.

B. Schwab reported that IDOT is planning to retrofit the traffic signals with pedestrian push buttons along Rand Road this summer. The sidewalks were made ADA compliant last summer and they are following up with signal improvements this summer.

B. Schwab reported that the Central Road resurfacing project planned by Cook County was pushed to 2019 or 2020.

NEW BUSINESS:

J. Juffa reported and reviewed the Strava Heat map and routes that are most popular in Arlington Heights. This report is included in the attachment included with these minutes.

J. Juffa informed the BPAC that the Illinois Bike Summit is Monday, May 7th in Chicago. J. Juffa and D. Easley plan on attending. B. Schwab stated that there is money in travel and training budget, so registration for this event would be covered. However, since it is local, no other expenses will be covered.

The next meeting is tentatively scheduled for April 4, 2018 at 7:30pm.

ADJOURNMENT:

- **P.Szabo moved to adjourn the meeting. C. Obodzinski seconded the motion and the meeting adjourned at 9:06 PM.**

APPROVED:

_____	_____
Secretary	Date



Item: Minutes of April 4, 2018

Department: Engineering

ATTACHMENTS:

Description

Minutes of April 4, 2018

Type

Minutes

*Minutes of the Arlington Heights Bicycle and Pedestrian Advisory Commission
Wednesday, April 4, 2018 in the Hanson Room at Village Hall*

COMMISSION MEMBERS IN ATTENDANCE:

Juergen Juffa, Chairman
Paul Danko
David Easley
Richard Lenski
Alan Medsker
Charlotte Obodzinski

MEMBERS ABSENT:

STAFF PRESENT:

Briget Schwab, Engineering Liaison, VAH

OTHERS PRESENT:

Dave Trainor, Co-Founder KoloniShare LLC

RESIDENTS IN ATTENDANCE:

CALL TO ORDER:

A quorum being present, J. Juffa called the meeting to order at 7:39 p.m.

APPROVAL OF MINUTES:

A. Medsker moved to approve the Minutes of the Bicycle Advisory Commission Meeting from December 11, 2017. C. Obodzinski seconded the motion. R. Lenski and D. Easley abstained, all others voted Aye and the motion carried.

A. Medsker moved to change the agenda order and have the KoloniShare presentation go first. C. Obodzinski seconded the motion and the motion carried unanimously.

NEW BUSINESS:

Mr. Trainor presented about the KoloniShare LLC bike share program. KoloniShare started with a few pilot programs in the fall of 2017 and are ready to expand.

Kolonshare INC can be a dock, or dockless system. His recommendation is to use docking stations to keep the bikes neat and organized, but they are not required. They use a geofenced hub that keeps track of the bikes. The geofenced hub can be made as large or as small as desired. For example, the train station would have a small hub while a park would typically have a larger hub. The geofenced hub is an area that the bike would be stationed and need to be brought back at the end of the rental. The system would know when bikes enter and leave the hub. If the option to dock the bikes at the bike rack was chosen, than the hub would be very small, so the system would know when the bike was returned and locked back up. The rental is handled through a QR and Bluetooth scanning code and the bikes and locks are GPS tracked. Rentals can be set up to be pay per ride, monthly, or yearly passes and handled through a mobile application. There is a management software that is included. Users would also be able to stop at destinations that are not geofenced hubs during their rental and safely lock their bike. C. Obodzinski asked if the locks needed to be charged. Mr.

Trainor stated that the locks typically last up to 8 months and would only need to be charged once or twice a year. B. Schwab asked who is responsible for charging the locks. Mr. Trainor stated that a maintenance agreement is worked out at the beginning to determine how maintenance and bike management is handled. He stated that each partner is different and that some handle all maintenance and management, while others hire Kolonshare INC, or an outside company to handle it. C. Obodzinski asked if users are able to cross municipal boundaries with the bikes. Mr. Trainor said there is a penalty for leaving set boundaries and users receive a warning. If bikes are left outside of hubs, or boundaries, then someone would need to move them back to the hubs/stations which is considered bike management. There are two main bike options that are available. Preliminary pricing is roughly \$850 per bike for the lighter frame bike and \$1500 per bike for the heavier duty bike. The tires are puncture proof. The frame offers areas to place advertisements which can help offset the cost of the bike. The bikes would be owned by the Village. The bike lock is included as part of the price and is used to help track the bike. The locks are Bluetooth, keyless, weatherproof, and tamper proof with an alarm that goes off if someone tries to move the bike. The bike lock can work with Kolonshare bike racks (docking stations), if the Village wanted to dock the bikes instead of having a dockless system. B. Schwab asked for clarification on how the bike locks work, if the user wants to stop at a location while using the KoloniShare bikes that didn't have a docking station/KoloniShare bike rack (docking station). D. Trainor clarified that the bike locks are also designed to be used independently of their bike racks and the user is able to lock the front tire. If someone tried to move the bike when the lock is secured, an alarm would sound and the bike would not move.

D. Trainor also talked about funding. He explained that communities have gone about it in many different ways. Some have a budgeted amount from Village funds that is used to start the program, others have obtained various grant money to start the program, and in Cedar Falls, Iowa they are using sponsorships which are going to provide a free program to the town and paid for by local businesses. KoloniShare can help assist with obtaining sponsorships. C. Obodzinski asked if they fulfill "buy American" requirements for federal grants. D. Trainor said their bikes are made in Iowa, so he believes it would fulfill the requirement. J. Juffa asked what all the costs the municipality needs to invest in order to start one of these programs. D. Trainor listed the following items:

- The bikes and locks
- Annual Fee to back the mobile app, which is dependent on how many bikes are in the system
- Management of the system – this would either be a fee paid to KoloniShare to handle, or the Village could handle their own management
- Bike storage for the winter months.

J. Juffa asked for a rough estimate on the cost of a ten bike program. D. Trainor believes that the Village could get a program that size going for easily under \$20,000 that would include the management system and using the higher end bike model. Then yearly cost would be a maintenance cost of approximately \$5000 per bike system.

C. Obodzinski asked if there were any other towns the size of Arlington Heights and what size program would he recommend for a Village of this size. D. Trainor put together a rough plan for Arlington Heights and would not recommend starting too small. He recommends starting with 25 bikes and 5 stations. B. Schwab wanted to know what the typical user cost would be. D. Trainor stated that the Village helps set the hourly charge and a rental charge, or the Village could choose to provide membership options. The Village typically receives 80% of the funds and KoloniShare receives 20%.

D. Trainor also talked about the company's KoloniCube which provides various outside sporting goods that users can rent while at the park. Their company's vision is not just about bike share, but to create a sharing community and sharing economies.

J. Juffa asked if there are any municipalities in this area that use KoloniShare. D. Trainor replied that Arlington Heights is the first community he contacted in this area. KoloniShare started their pilot program in the Fall of 2017 and they are currently in the following Iowa towns: Pocahontas, Mason City, Clinton, Rock Valley, Ford City, Emmetsburg, Annamosa and working on the Cedar Falls program right now. There are various programs launching this spring in other areas which include; Madison, IN, Wilmar, MN, Dallas, GA, Grayson University, and a few other towns in Iowa.

J. Juffa asked how to ensure commuters from the train station can take advantage of the bike share program. J. Juffa wanted to know if it is typical to make a large area a geofenced hub. For example, if there are multiple train commuters that worked at University Drive, but different companies how would that work? Would there be one hub for all businesses, or would the geofenced area be a mile wide? Additionally, how would the system stay balanced? D. Trainor stated that the perimeter can be as large as the Village wanted. B. Schwab asked if other adjacent communities could be involved, so bike could cross Village boundaries. D. Trainor said that multiple communities could be setup under the same account, but would still own their own bikes. It would be up to the management of the system to keep the bikes balanced. J. Juffa asked how to rebalance the system. D. Trainor said the software knows where the bikes are and what the needs of the system are. He stated there is a need for someone to manually rebalance the system. This can be handled by the Village or local bike shop. C. Obodzinski asked if there is a recommended spare ratio if there is repair needed on a bike. D. Trainor stated there is not currently a recommendation right now from KoloniShare. P. Danko asked if there are any communities close to Arlington Heights. D. Trainor said the largest programs they have done to date are all under a population of 50,000, so Arlington Heights would be the largest, but he does not see the program working any differently for a town of that size. C. Obodzinski asked if they have worked with transit authorities yet. D. Trainor said they have talked and the ultimate vision is to connect with the transit authorities. C. Obodzinski thinks the bike share is a great idea and thinks they should talk to the Northwest Municipal Conference. J. Juffa thinks the biggest opportunity is for reverse commuters. B. Schwab asked if Village does not have a positive experience and the cost is too high continue with the program, does KoloniShare offer to return the bikes. D. Trainor, said they have not had to do that to date and thinks they would likely be open to buying the bikes back.

CHAIRMAN'S REPORT:

J. Juffa's report is included as an attachment to these meeting minutes.

J. Juffa attended the Active Trans bike/walk social in Itasca on March 19, 2018. He highly recommends attending future events. Active Trans also plans to provide more outreach webinars.

J. Juffa reminded the BPAC of the Illinois Bike Summit on May 7th. 2018 that will be held at UIC. J. Juffa is currently enrolled to attend and encourages others to attend as well. D. Easley will also be attending.

OLD BUSINESS:

Proposed Bike Route Signage

J. Juffa prepared a presentation of proposed bike route signage for the Miner/Rammer bike route. The proposed signage plan is included in the attached packet. The signage plan includes both confirmation and action signs along the route and decision signs located at the intersections as recommended in the Northwest Municipal Conference Bike Signage Plan. The east bound destination on this route is to Mount Prospect and the west bound destination is to downtown Arlington Heights. D. Easley wanted to confirm that there are signs that leading cyclists to downtown Mount Prospect once they leave Arlington Heights. J. Juffa confirmed that there is existing signage that will lead cyclists to downtown Mount Prospect, Kensington Business Park, and all the way south to Lion's Park. In addition, the Mount Prospect signage leads cyclists to the Arlington Heights bikeways system at Village limits.

J. Juffa proposed Lake Arlington as a destination from Miner/Dryden signage, but due to lack of existing bike signage north of Rand Road, B. Schwab is not recommending that destination is included. BPAC agreed to take off the Lake Arlington destination from the east, west and north until the signage is planned for the remainder of the route to Lake Arlington. BPAC also eliminated Windsor/Miner Schools destination since they could be seen from the sign location and felt it was unnecessary.

Bike signage was also proposed for the Rammer/Kensington Route. B. Schwab reminded the BPAC that the Kensington Multi-Use path was still in Phase II. B. Schwab will provide the proposed bikeway signage plan to the design engineer for the Kensington project to see if it can be implemented as part of that project.

D. Easley asked if it is appropriate to use abbreviations on the signs. J. Juffa said that the guidelines do say that it is OK to abbreviate. Mount Prospect currently uses a logo and Des Plaines uses "DP" to designate their towns. B. Schwab stated that it may be possible to use the Village logo when Arlington Heights needs to be represented.

B. Schwab asked what bike route the BPAC would like to sign after this route. J. Juffa recommends White Oak St. R. Lenski recommends Ridge Ave. or Kennicott Ave.

Active Transportation Map (updated Village of Arlington Bikeways Map)

B. Schwab presented the revised Active Transportation Map and comments sent from J. Juffa and C. Obodzinski. C. Obodzinski inquired about the reasoning behind the selection of PACE bus stops. J. Juffa stated that he just included routes that intersected with the bike routes. C. Obodzinski will provide the GIS shape files to B. Schwab for updated bus stops that intersect or are near a bike route. C. Obodzinski asked if bike racks can be marked throughout the map, not just the downtown area. B. Schwab stated that this information will be available on the interactive map that will be online. This version of the map will be printed and placing all bike racks on the printed version would be too cluttered. C. Obodzinski asked if other shopping areas could also be colored in a similar manner to the Rand Rd area. She also inquired if standard zoning colors were used. B. Schwab said they were not and that colors were chosen by the GIS consultant and most people don't know what the standard zoning colors mean. J. Juffa stated that it is not a planning map and think the current map is friendly to users. P. Danko stated that since the shopping centers are highlighted in orange, that the downtown area should also be highlighted in orange. P. Danko also pointed out that Ridge Plaza was not included as a shopping area on the map. B. Schwab indicated that the down area had a call out, so the area was emphasized. P. Danko would still like to see the area highlighted more and suggested drawing a box around the

area. B. Schwab will have the GIS consultant emphasize all shopping areas, add Rand Plaza, add box around downtown, and emphasize the underpass crossing near Davis and Bristol with a symbol. J. Juffa asked if the printed map would have the proposed routes included. B. Schwab stated that only the existing routes would be included on the printed map, but the interactive web map would show all proposed routes.

Community Bike Ride – May 12, 2018

D. Easley reported that the Village and Park District permits have been submitted. The Arlington Heights Memorial Library will once again sponsor and help promote the ride. D. Easley will advertise the ride as “Ride to the Park”.

ADJOURNMENT:

The next meeting is tentatively scheduled for May 22, 2018 at 7:30pm.

- **A. Medsker moved to adjourn the meeting. C. Obodzinski seconded the motion and the meeting adjourned at 9:29 PM.**

APPROVED:

Secretary	Date



Item: Chairman's Report of February 21, 2018

Department: Engineering

ATTACHMENTS:

Description	Type
Chairman's Report of February 21, 2018	Report

BPAC Meeting February 21, 2018

Chairman's Report

BPAC Meeting February 21, 2018



Wike Trailer to participate in
parades – need poster
message



BPAC Meeting February 21, 2018

Bike Route Signage

BPAC Meeting February 21, 2018

NWMC: Types of Destinations

1 Downtown	Primary
2 Commercial Center	Primary
3 Regional Parks and Trails	Primary
4 Adjacent Cities and Neighborhoods	Primary
5 Public Transit Sites	Primary/Secondary
6 Civic/Community	Primary/Secondary
7 Local Parks and Trails	Secondary
8 Hospitals	Secondary
9 Schools	Secondary

BPAC Meeting February 21, 2018

NWMC: Which regional destinations should we use on signage?

1 Chicago Botanic Garden	Glencoe	Skokie Valley
2 Northbrook Velodrome	Northbrook Velodrome	Dundee Road
3 Plaza Del Lago	Kenilworth	Lakefront
4 Baha'i Temple	Wilmette	Glenview / Central / Algonquin
5 Ryan Field	Evanston	Lakefront
6 Northwestern University	Evanston	Lakefront
7 Old Orchard Shopping Center	Skokie	Golf
8 Village Crossing	Skokie	Howard Sibley
9 Rosemont Theatre	Rosemont	Des Plaines River
10 Stephens Convention Center	Rosemont	Des Plaines River
11 Allstate Arena	Rosemont	Higgins
12 Oakton Community College	Des Plaines	Glenview / Central / Algonquin
13 Golf Mill Shopping Center	Niles	Golf
14 Ikea	Schaumburg	Golf
15 Woodfield Mall	Schaumburg	Golf
16 Lincolnwood Town Center	Lincolnwood	Howard Sibley
17 Sears Centre Arena	Hoffman Estates	Golf
18 Northeastern Illinois University	Chicago	Skokie Valley
19 Loyola University Chicago	Chicago	Lakefront
20 Ravinia Park	Highland Park	Lakefront
21 The Glen Town Center	Glenview	Willow Road
22 Deer Park Town Center	Deer	Park
23 Wilmette Village	Wilmette	Glenview / Central / Algonquin
24 Arlington Park Racetrack	Arlington Heights	Northwest
25 Kensington Business Park	Mt Prospect	Glenview / Central / Algonquin
26 Randhurst Shopping Center	Mt Prospect	Willow Road
27 Illinois Holocaust Museum	Skokie	Skokie Valley
28 O' Hare International Airport	Chicago	Higgins
29 Spring Lake Preserve	Barrington Hills	Dundee
30 Crabtree Preserve	Barrington Hills	Dundee

BPAC Meeting February 21, 2018

NWMC: Which regional destinations should we use on signage?

31 Poplar Creek Forest Preserve	Streamwood	Irving Park
32 Bluff Springs Fen	Streamwood	Glenview / Central / Algonquin
33 Paul Douglas Preserve	Hoffman Estates	Howard Sibley
34 Busse Woods Forest Preserve	Cook County	Dundee & Northwest
35 Deer Grove Preserve	Cook County	Fairfield Quentin,
36 Jens Jensen Preserve	Deer Park / Cook County	N. Branch Trail
37 George F. Nixon Forest	Golf	N. Branch Trail, Howard Sibley Al;t
38 Frank Bobrytzke Forest	Morton Grove	N. Branch Trail
39 Clayton F. Smith Preserves	Niles	N. Branch Trail
40 Roman Pucinski Preserve	Chicago	Lakefront
41 William N. Erickson Preserves	Glencoe	Skokie Valley, Glenview / Central / Algonquin
42 Somme Woods	Northbrook	Skokie Valley, Glenview / Central / Algonquin
43 Chipilly Woods	Northbrook	Deerfield, Des Plaines River
44 Ryerson Woods	Buffalo Grove	Elgin O'Hare
45 Mallard Lake Forest Preserve	Bartlett	Elgin O'Hare
46 Hawk Hollow Forest Preserve	Bartlett	Higgins Alt2, Des Plaines River Trail
47 Des Plaines Casino	Des Plaines	Fairfield Quentin / GCA
48 Harper College	Palatine	Higgins Alt2
49 Streets Of Woodfield	Schaumburg	Golf
50 Woodfield Village Green	Schaumburg	Golf
51 Roosevelt University Schaumburg	Schaumburg	Golf Alt4
52 Illinois Institute Of Art	Schaumburg	Golf Alt4
53 Spring Valley Nature Sanctuary	Schaumburg	Golf Alt4
54 Prairie Center For The Arts	Schaumburg	Elgin O'Hare
55 Schaumburg Town Square	Schaumburg	Northwest Hwy, Des Plaines
56 Alexian Field	Schaumburg	Skokie Valley Trail
57 Mystic Water Family Aquatic Center	Des Plaines	Willow Road
58 Northbrook Court	Northbrook	Higgins Alt. 2
59 Willow Festival Shopping Center	Northbrook	Golf, Skokie Valley
60 Wilbur Wright College	Chicago	Northwest Hwy
61 North Shore Center For Performing Arts	Skokie	Dundee, Des Plaines River Trail
62 Baker's Lake Forest Preserve	Barrington	Northwest Hwy
63 Potawatomi Woods		Glenview / Central / Algonquin
64 Cuba Marsh Forest Preserve	Barrington	No CCHD Corridor
65 Mitchell Museum Of The American Indian	Evanston	Elgin O'Hare
66 Pratt's Wayne Woods	Bartlett	
67 Elk Grove Business Park	Elk Grove Village	

BPAC Meeting February 21, 2018

NWMC: Which of the proposed local destinations should be used on signage?

Use generic destinations instead? E.g. "Midtown Shopping"? What other generic destination names come to mind?

Lake Arlington

Downtown Arlington Heights

Metropolis Performing Arts Center

Northwest Community Hospital

Arlington Dryden Plaza

Arlington Heights Promenade

Arlington Market

Arlington Plaza

Arlington Town Square

Esplanade

Recognition Value?

Go-go Center

Greenbrier Center

International Plaza

Northpoint

Plaza del Grato

Ridge Plaza

Southpoint

Surrey Ridge

Terramere Plaza

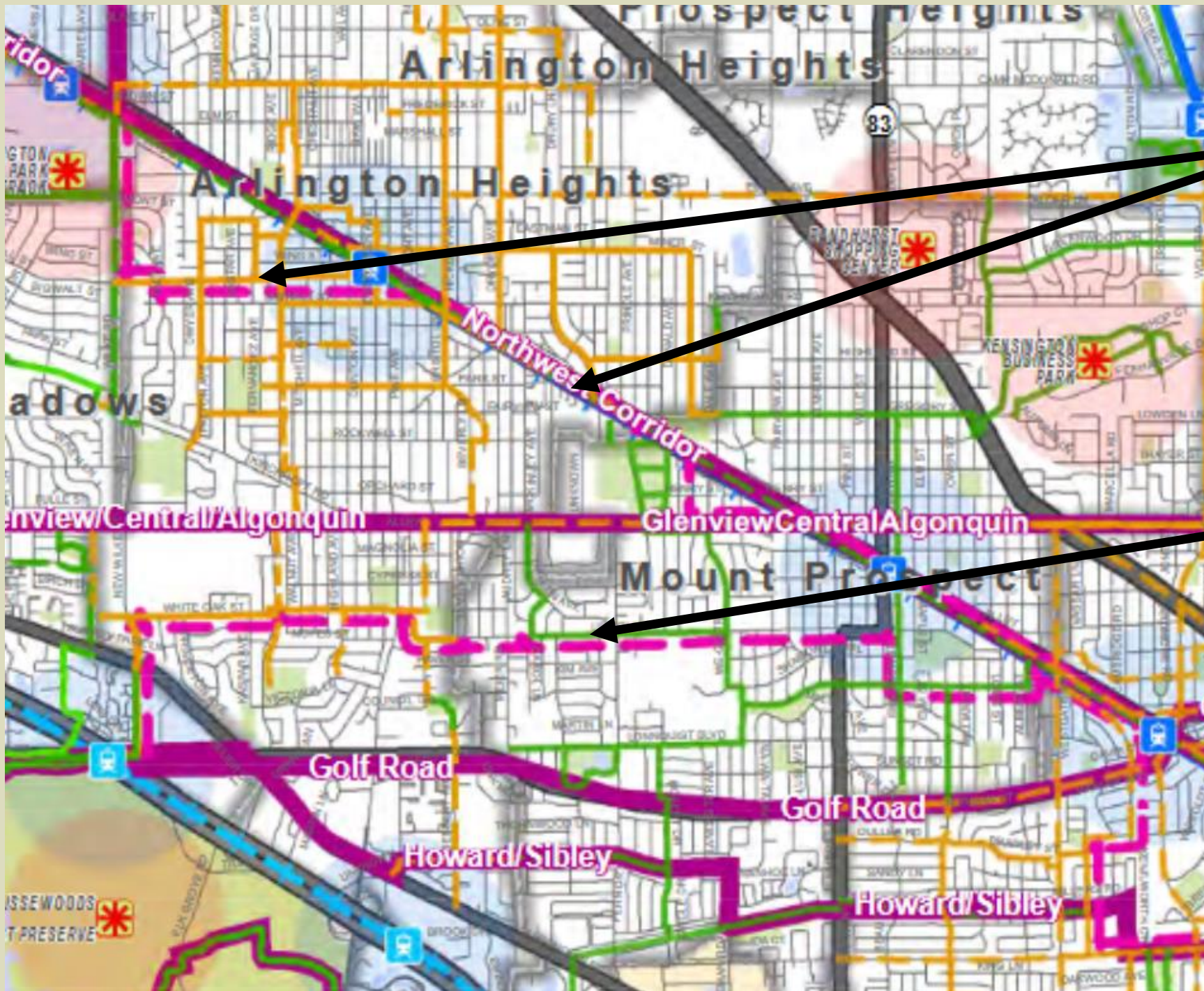
Annex of Arlington

Town & Country

Westgate Shopping Center

BPAC Meeting February 21, 2018

NWMC: Should we begin signing Regional Corridors?



e.g. alternate
NW corridor
(along
Davis/Dryden)

e.g. alternate
Golf Road
corridor (along
White Oak)

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Which park district facility should be used as destinations?

Community Centers

Camelot Park Community Center
Frontier Park Community Center
Heritage Park Community Center
Pioneer Park Community Center
Recreation Park Community Center

Golf Clubs

Arlington Lakes Golf Club
Nickol Knoll Golf Club
Sunset Meadows Driving Range & Golf Learning Ctr.

Lake Arlington

Olympic Indoor Swim Center

Tennis Clubs

Heritage Tennis Club
Forest View Racquet & Fitness Club

Senior Center

only use major
parks and facilities
as destinations?

How do we handle
destinations that
are hard to reach?

How do we handle
destinations that
are not directly on a
bike route?

BPAC Meeting February 21, 2018

Which public transit sites should be used as destinations?



Arlington Heights Metra
Arlington Park Metra
Buffalo Grove Metra (closest Metra for some AH residents)?



Route 208 (at Golf/Goebbert)
Route 606 (at Algonquin/Tonne)
Route 604 (at Dundee/Kennicott)
Route 234 (at BG Road/Flentie)
Route 696 (at Euclid/Rammer)

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Which schools should be used as destinations?

Robert Morris University?

Harper College?

High Schools?

Middle Schools?

Elementary Schools?

Public Schools only or also Private Schools, e.g. Viator?

What about high schools that are not within VAH-boundaries? Should we use them as destinations? Only on the “last sign” in the village? What about schools that currently are hard to reach (e.g. Hersey)

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Other questions

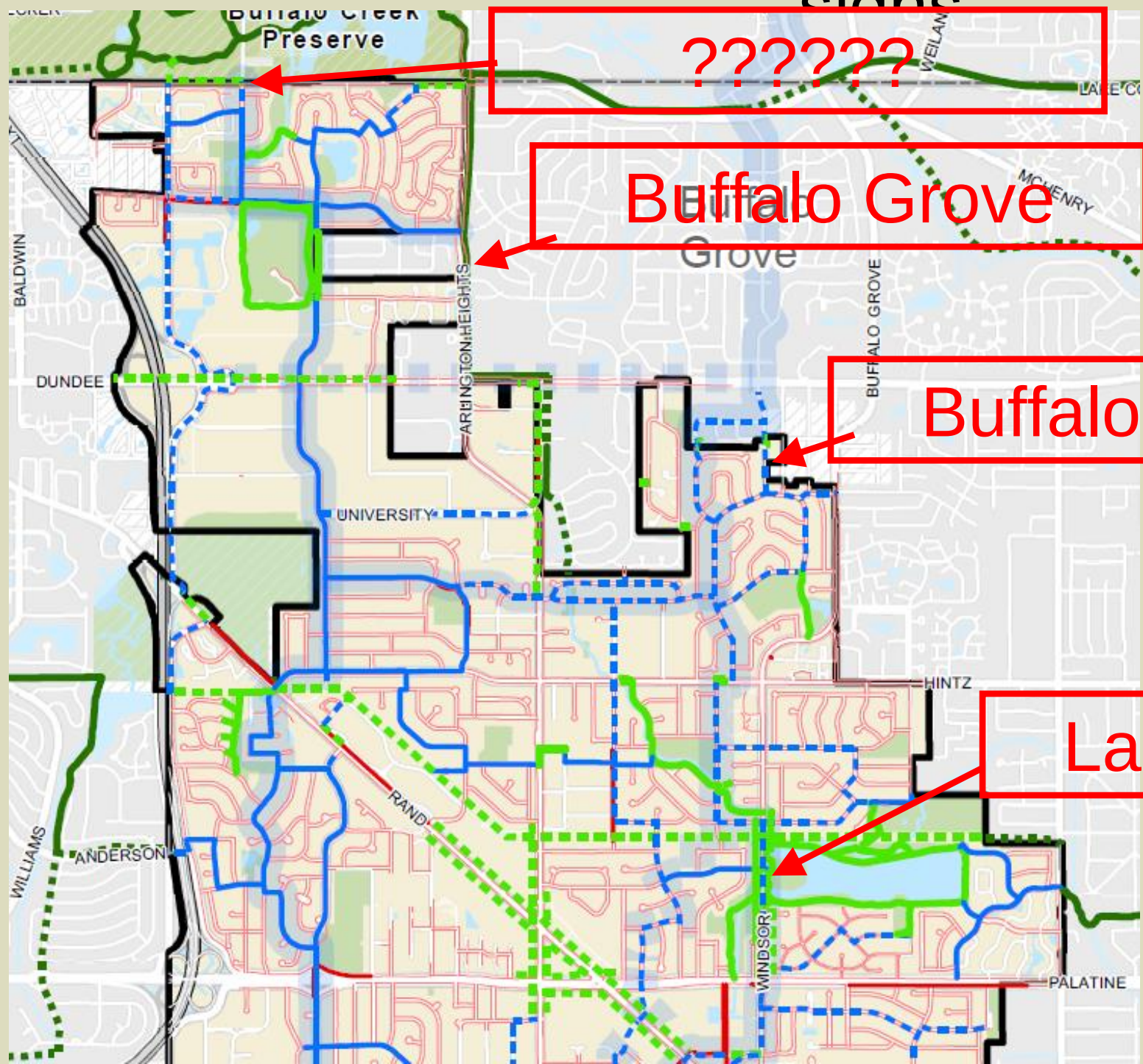
Should we sign all routes or just framework routes?

Measuring distance, which point should we use as
“Downtown”? Harmony Park?

To what extent should we use destinations outside of the
Village (e.g. County Court House, Busse Woods, Harper
College, Randhurst Mall, Woodfield)?

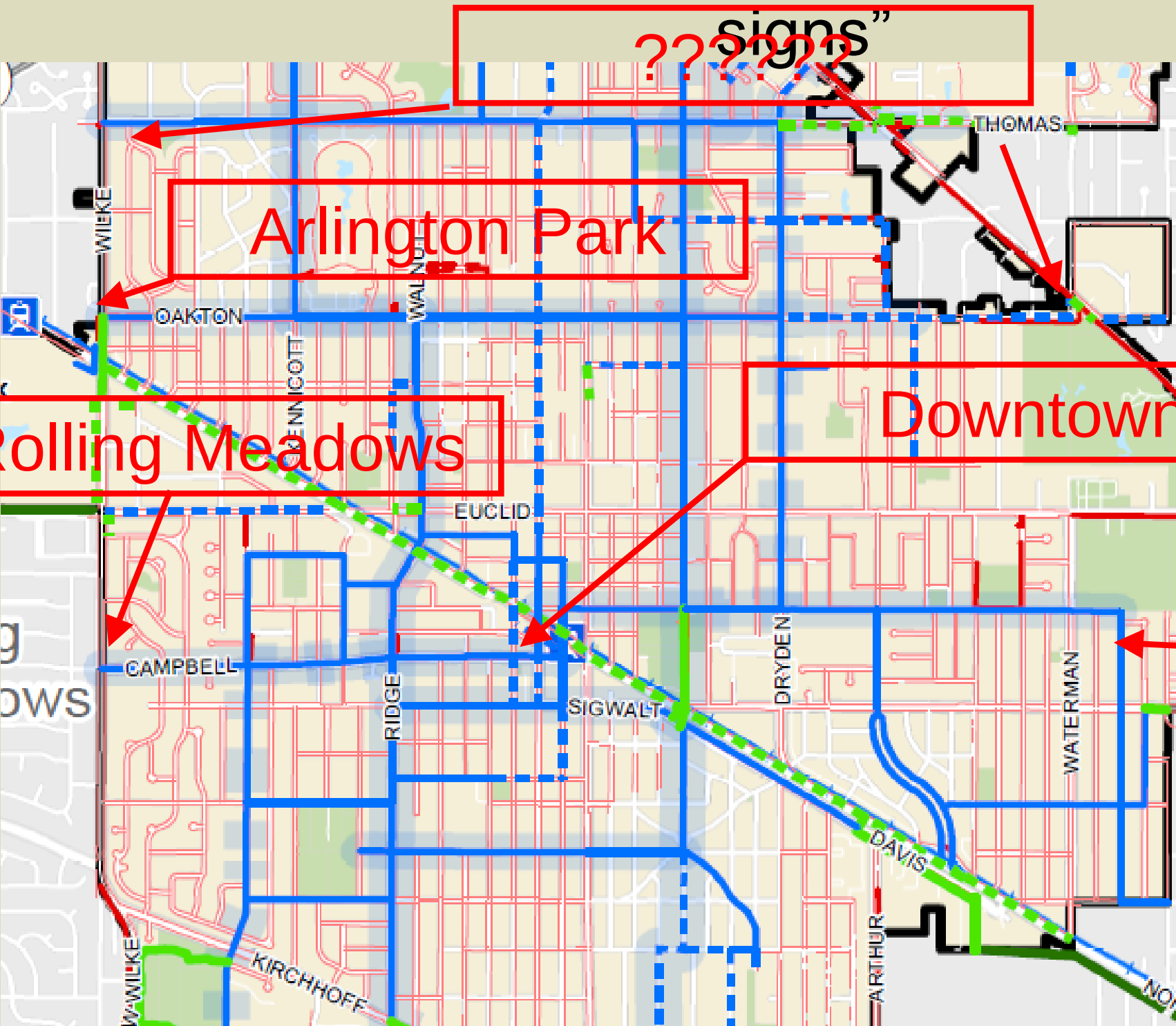
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Which destinations should we use for “confirmation signs”



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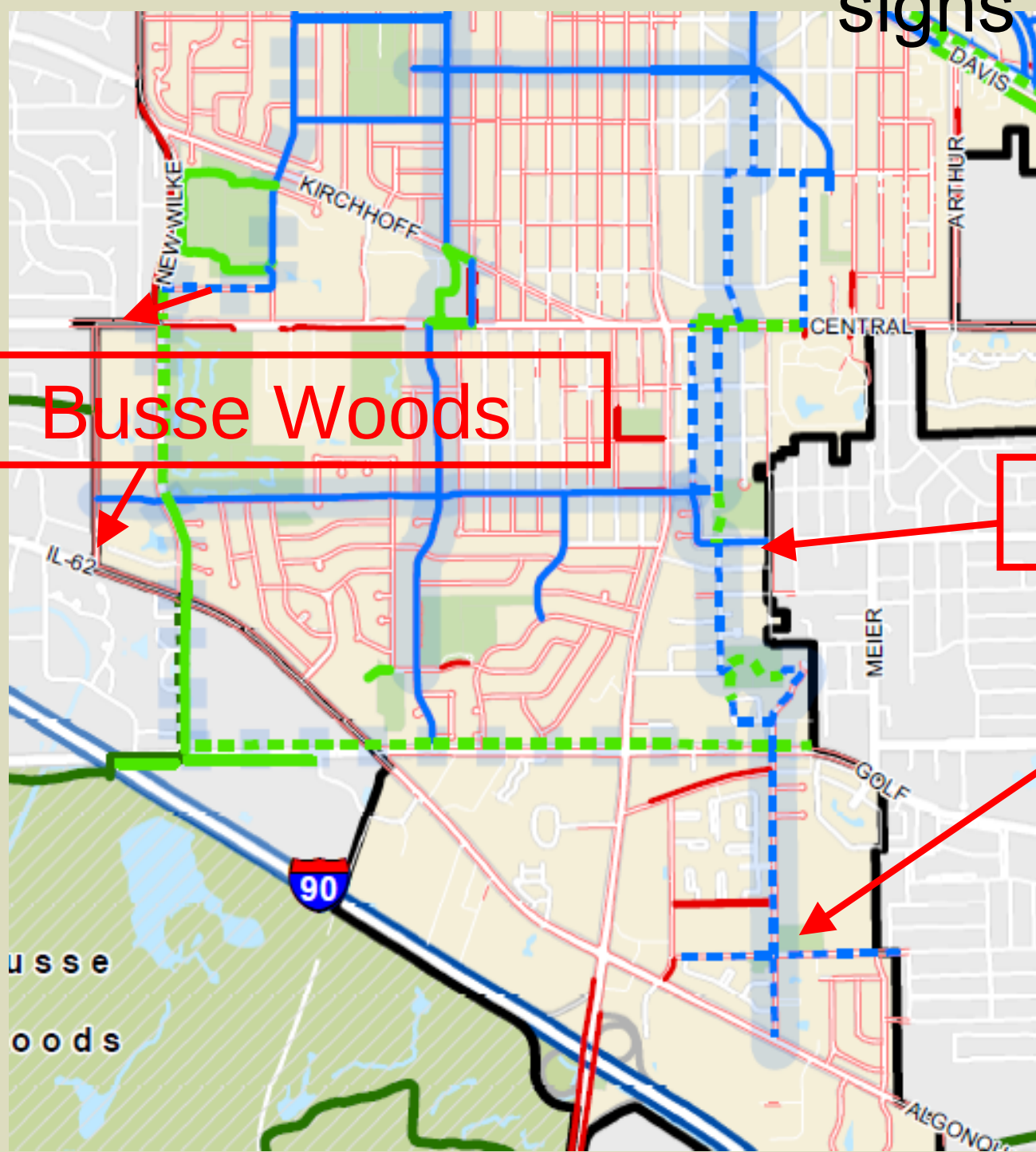
Which destinations should we use for “confirmation



Mount Prospect

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Which destinations should we use for “confirmation signs”



Mount Prospect

Mount Prospect

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Staff Report

- Active Transportation Map
 - Walk Arlington Initiative
 - 2018 Projects update

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Strava Heatmap

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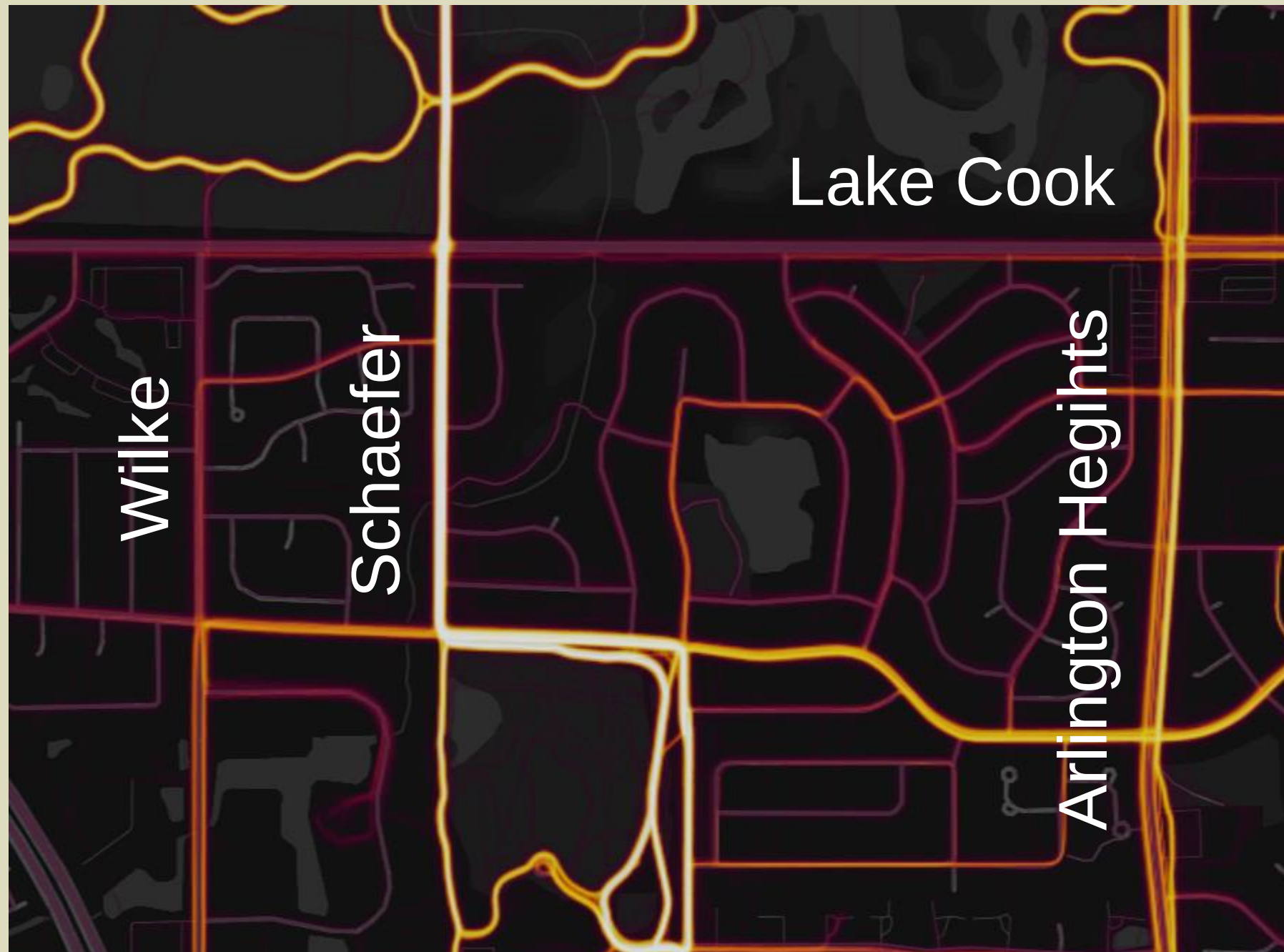
Access to Busse Woods via Wilke is one of the most travelled routes in Arlington Heights



Second most popular access is (illegally) crossing Algonquin and then cutting through the Walmart parking lot

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Schaefer is the most popular point to cross Lake Cook Road



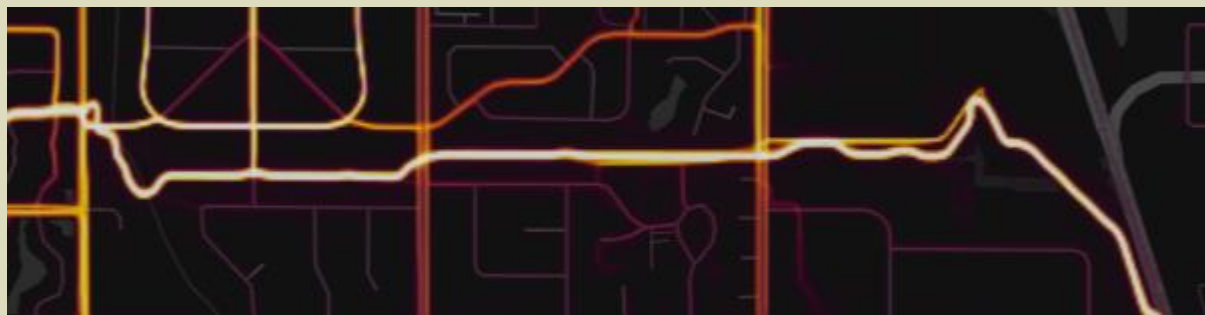
Second most popular access is via the (Buffalo Grove) side path along AH Road, almost no usage of the light at Wilke

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Despite the congestion, Lake Arlington remains popular with cyclists



Trails are very popular with cyclists.



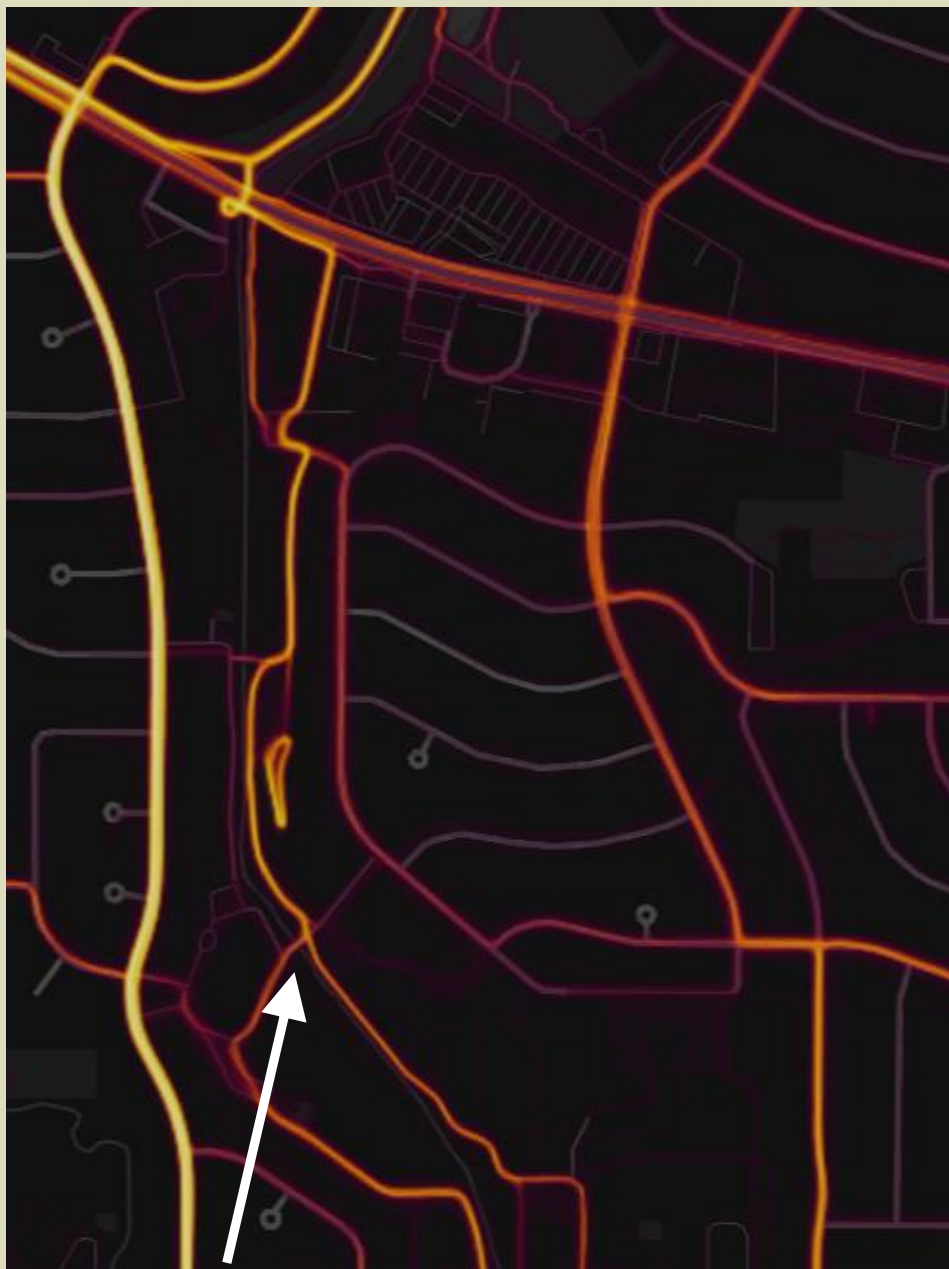
Prospect Heights Trail



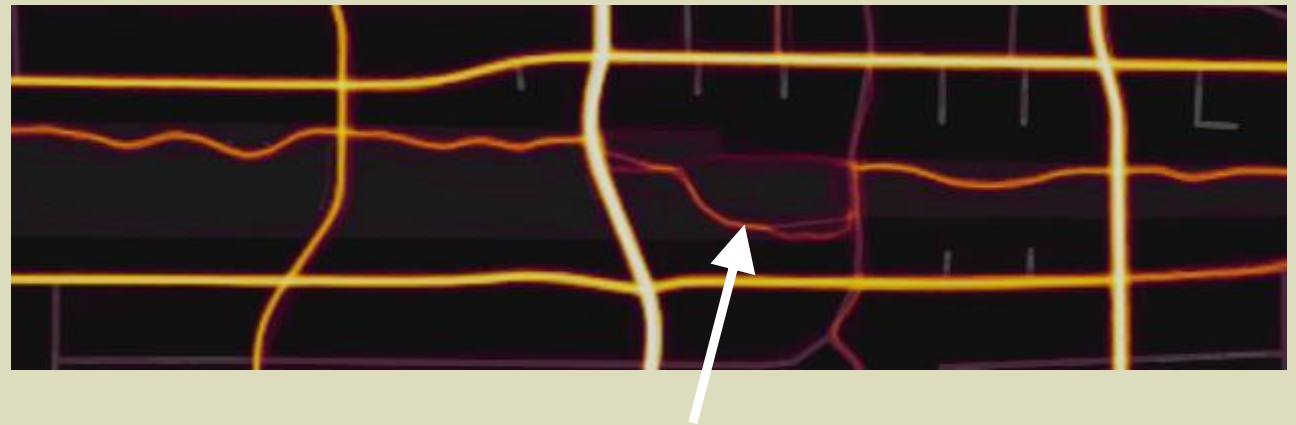
Palatine Trail

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... but not all of them are.



Rolling Meadows Salt Creek Trail



Des Plaines ComEd Trail

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Cycling in the north of the Village follows select routes... Western N-S framework route is one of the most popular routes in the Village, eastern N-S route less so

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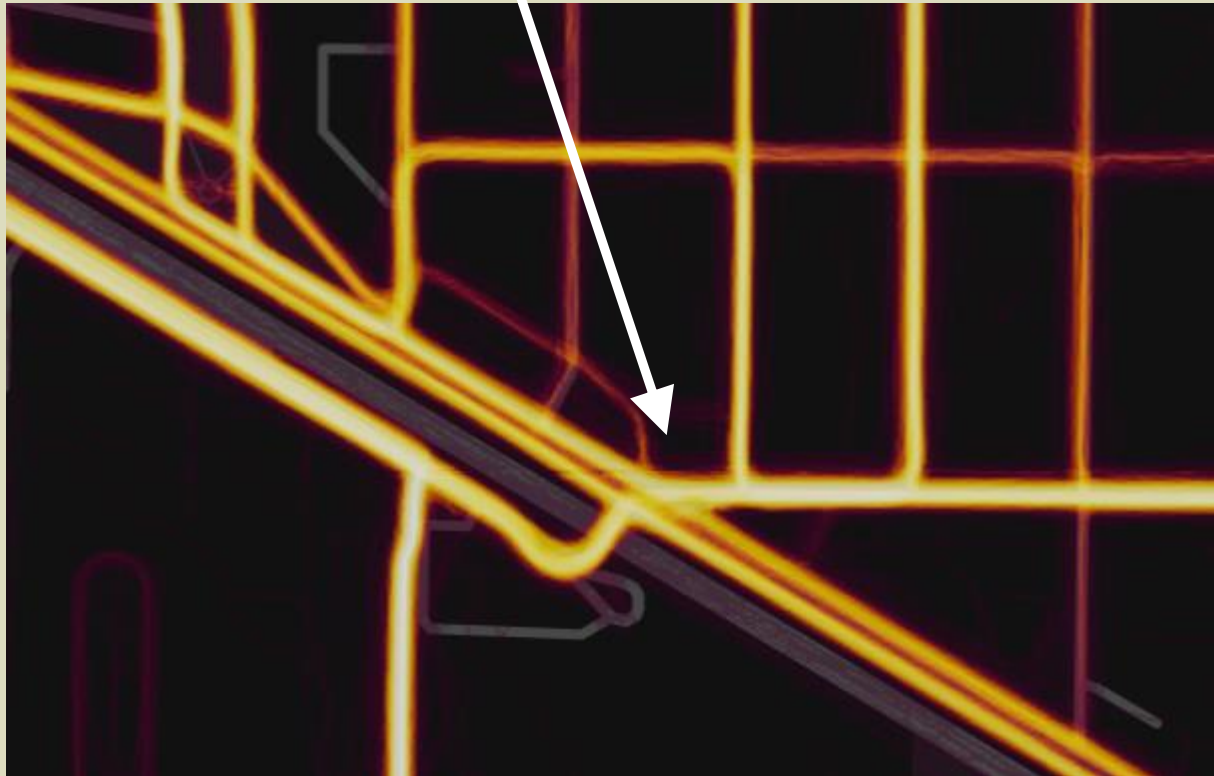


Cycling in the south of the village more evenly spreads out over the grid

Western N-S framework route is one of the most popular routes in the Village, eastern N-S route less so

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**Illegally crossing NW Highway at Gregory remains
hugely popular**



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Illinois Bike Summit

BPAC Meeting February 21, 2018



Monday, May 7, 2018 • Chicago, IL

Learn from experts, earn continuing education credits,
and network with 300 advocates, professionals, and
government officials committed to better biking in Illinois!

www.illinoisbikesummit.org





Item: Chairman's Report of April 4, 2018

Department: Engineering

ATTACHMENTS:

Description	Type
Chairman's Report of April 4, 2018	Report

BPAC Meeting April 4, 2018

Chairman's Report

BPAC Meeting April 4, 2018

- Attended Active Trans bike/walk social in Itasca on 3/19 – mostly networking
- Active Trans outreach webinar – <https://youtu.be/77SPtteb2aM>
- Illinois Bike Summit is May 7 at UIC – 70% full

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**Bike Route Signage
Miner/Rammer Route**

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Confirmation Signs

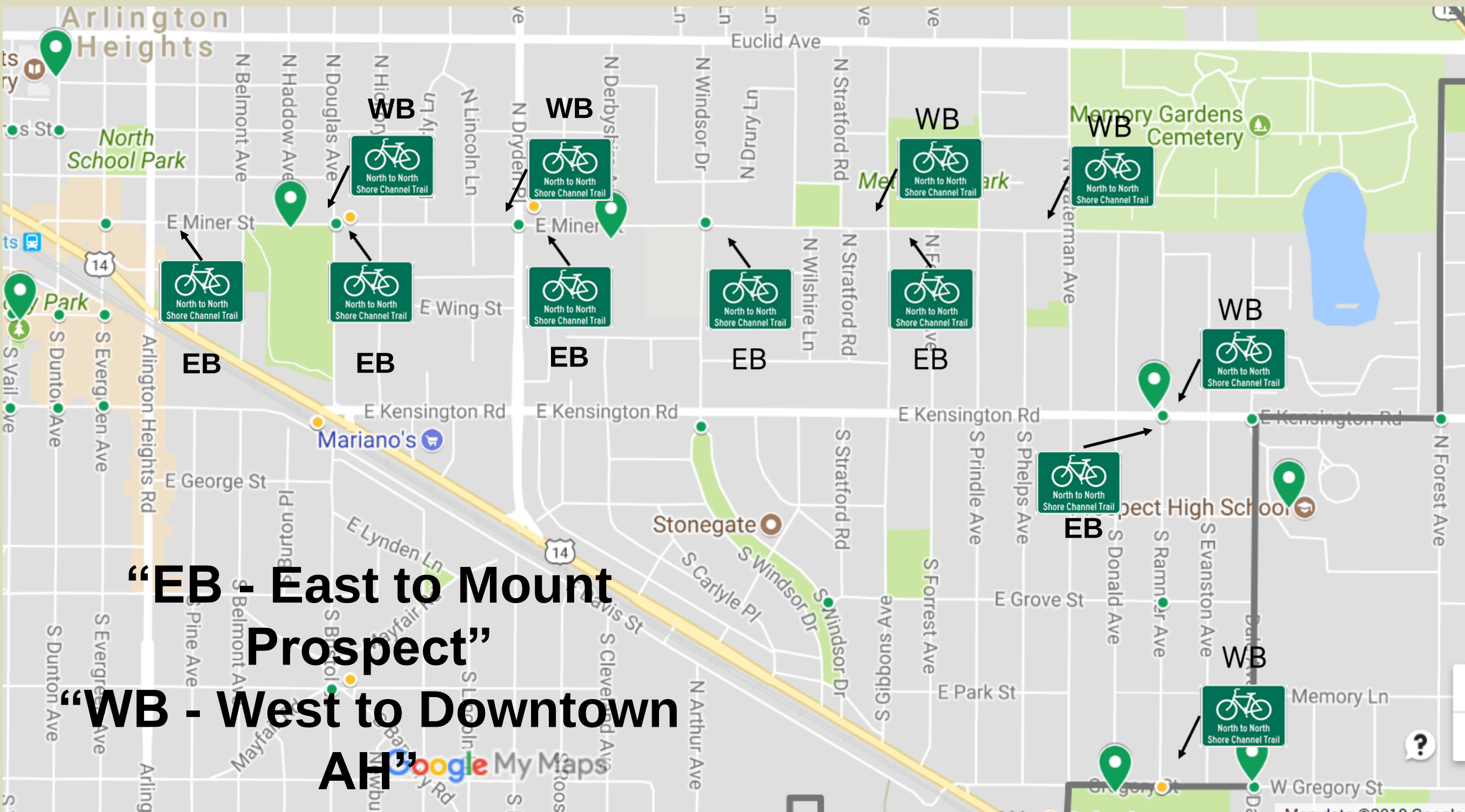


Far side of Intersection

“East to Mount Prospect”

“West to Downtown AH”

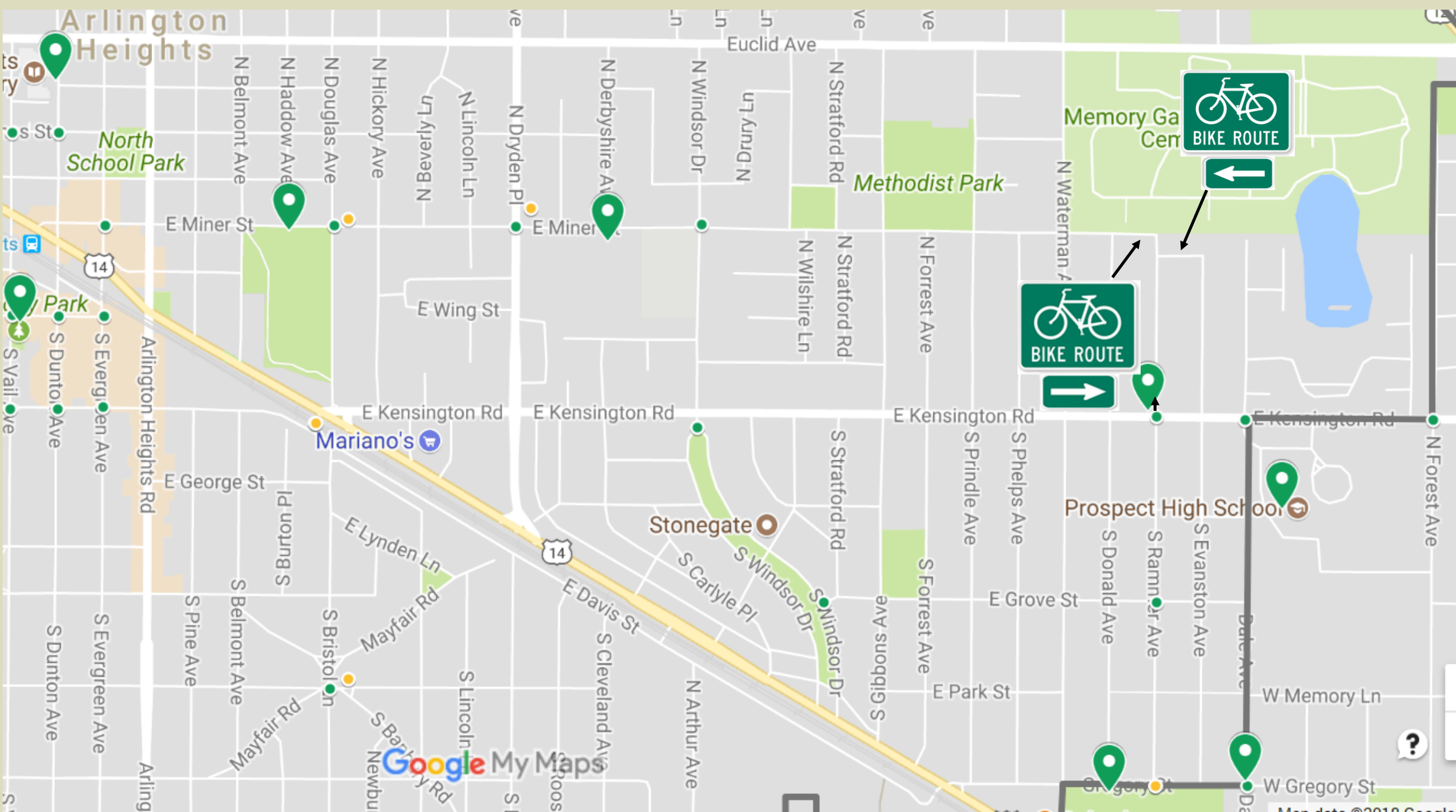
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Action Signs



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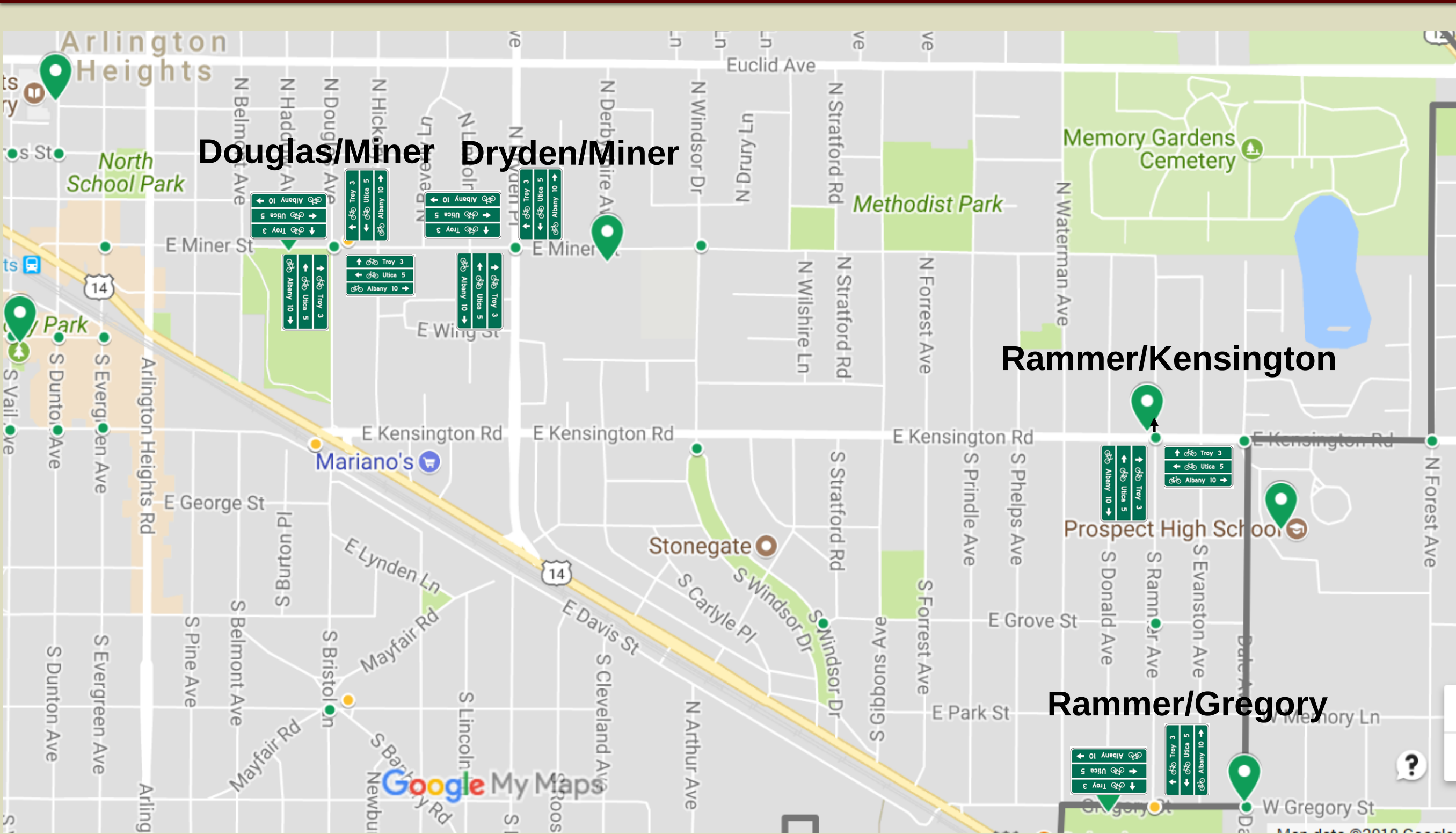


Decision Signs



Near side of intersections
Up to four destinations
Closest destination on top

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Douglas/Miner

from the east

		Recreation Park	0.1	
		Downtown AH	0.5	
		Library	0.6	
		Midtown Shopping	1.6	

from the west

		Windsor/Miner Schools	0.4	
		Prospect High School	1.6	
		Midtown Shopping	1.6	
		Downtown Mt. Prospect	3.4	

from the north

		Windsor/Miner Schools	0.4	
		Recreation Park	0.1	
		Downtown AH	0.5	
		Prospect High School	1.6	

from the south

		Windsor/Miner Schools	0.4	
		Recreation Park	0.1	
		Downtown AH	0.5	
		Prospect High School	1.6	

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Miner/Dryden

from the east

		Recreation Park	0.3	
		Downtown AH	0.8	
		St. Viator High School	0.8	
		Lake Arlington	2.3	

from the west

		Windsor/Miner Schools	0.1	
		St. Viator High School	0.8	
		Prospect High School	1.3	
		Lake Arlington	2.3	

from the north

		Windsor/Miner Schools	0.1	
		Recreation Park	0.3	
		Downtown AH	0.8	
		Prospect High School	1.3	

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Rammer/Kensington

from the east

	Windsor/Miner Schools	1	
	Recreation Park	1.4	
	Downtown AH	1.9	
 	Downtown Mt. Prospect	2.1	

from the west

from the north

 	Prospect High School	0.2	
 	Meadows Park	0.5	
	Mt. Prospect Bikeway System (Gregory		
	Downtown Mt. Prospect	2.1	

from the south

	Prospect High School	0.2	
 	Windsor/Miner Schools	1	
 	Recreation Park	1.4	
	Downtown AH	1.9	

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Rammer/Gregory

from the east

	Bus Route 696	0.5	
	Windsor/Miner Schools	1.5	
	Recreation Park	1.9	
	Downtown AH	2.4	

from the west

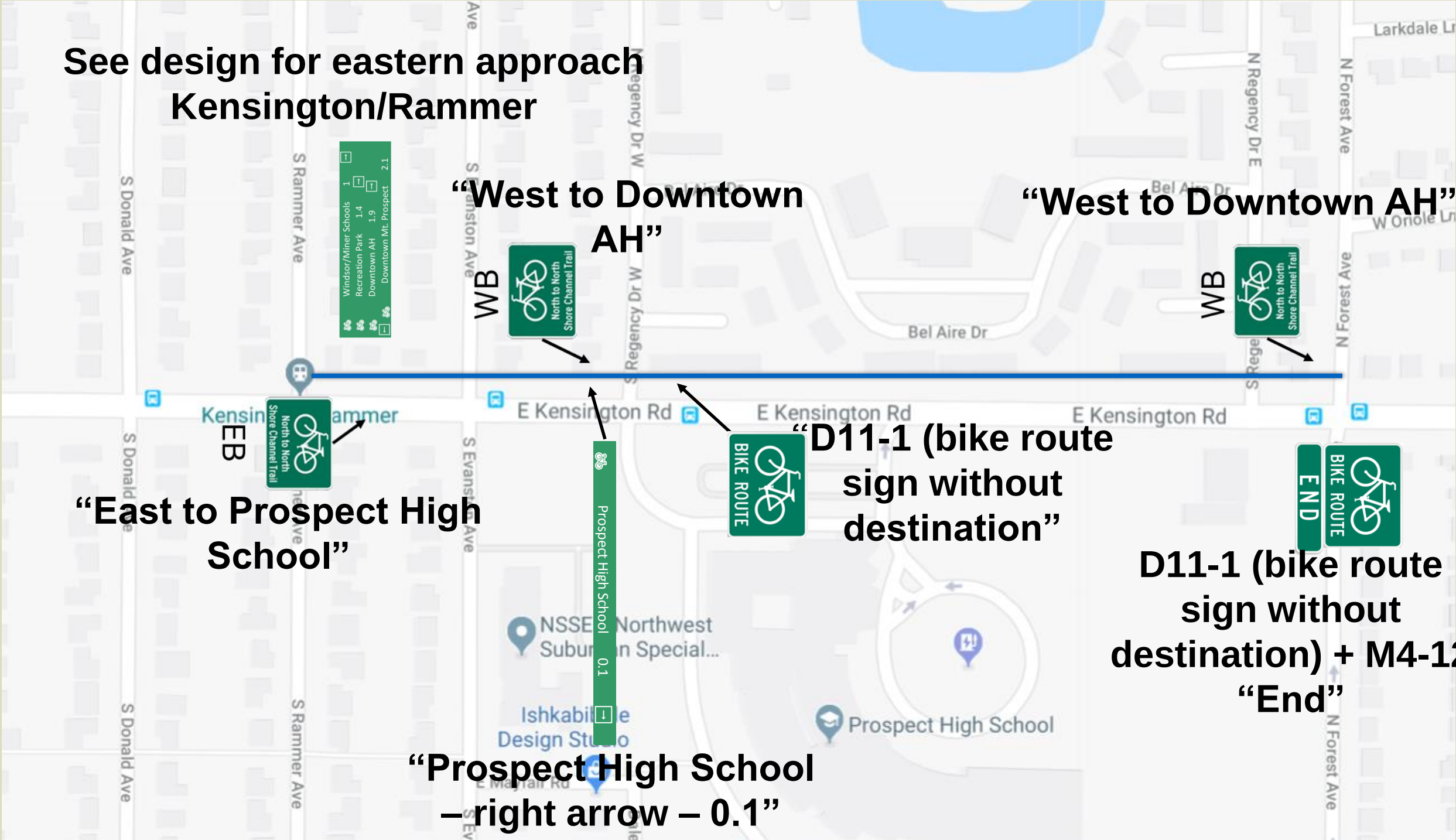
from the north

	Meadows Park	0.1	
		Mt. Prospect Bikeway System (Gregory)	
		Downtown Mt. Prospect	1.6

from the west

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Kensington Side Path Signage



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Active Trans Map

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Comments from Charlotte Obodzinski

Obodzinski	Kensington from AH eastern border to NW Highway	<i>Pace Route 696 stops missing. Route travels down Kensington from Randhurst to Dryden/NW Highway to Euclid to New Wilke. See link for routing. There are posted Pace stops along route. Additionally there is a stop for 696 and Route 594 (Arlington Heights/Rolling Meadows Call-n-Ride) at the downtown Metra Station. I am not sure what the logic was behind the bus stops that are shown on the map and others that are not. If there is a method we should remain consistent.</i> <i>http://www.pacebus.com/pdf/full/FP-696.pdf</i>
Obodzinski	General Comment	There are marked bike racks in downtown, which is great, but there are other locations throughout the village that are not marked. I understand that this could easily crowd the map, however, could the bike rack symbol be added to the map at other municipal locations that have this amenity? (Examples: Prospect H.S., other parks, etc.)
Obodzinski	General Comment	I see that the commercial area on Rand is highlighted in orange. Is there a reason that this retail destination is highlighted but not others? Suggest consistency.
Obodzinski	General Comment	The connection points into the Mount Prospect bikeway system are marked with yellow diamonds. Are there similar connection points to Rolling Meadows or other regional bikeways that should be marked in the same manner?
Obodzinski	General Comment	At-grade rail crossings are annotated on the map, but safer, grade separated crossings at Gregory/Northwest Highway and Davis/Bristol are not. Is there a reason for this?

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**Bike Share Program
Koloni Share**