



Agenda  
Village of Arlington Heights  
Bicycle and Pedestrian Advisory Commission  
Hanson Room, Village Hall  
33 S. Arlington Heights Road, Arlington Heights IL 60005  
January 12, 2017  
7:30 PM

**I. CALL TO ORDER**

**II. ROLL CALL**

**III. APPROVAL OF MINUTES**

- A. Minutes of June 16, 2016
- B. Minutes of July 28, 2016

**IV. REPORTS**

- A. Chairman's Report

**V. OLD BUSINESS**

- A. Bicycle & Pedestrian Plan - Discussion and Motion to Approve Plan
- B. Walk Arlington
- C. Temporary Bike Parking Ordinance - Discussion and Motion to Approve BPAC response to Staff Comments

**VI. NEW BUSINESS**

- A. Encourage covered bicycle parking to be included in the redesign of the Arlington Heights Memorial Library underground parking - Discussion and Motion to send letter to AHML on behalf of BPAC

**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 June 16, 2016

**Department:** Engineering

Minutes of June 16, 2016

**ATTACHMENTS:**

| <b>Description</b>               | <b>Type</b> |
|----------------------------------|-------------|
| Minutes of June 16, 2016 (DRAFT) | Minutes     |

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***Minutes of the Arlington Heights Bicycle and Pedestrian Advisory Commission  
Thursday, June 16, 2016 in the Hanson Room at Village Hall***

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**COMMISSION MEMBERS IN ATTENDANCE:**

Peter Szabo, Chairman  
Dr. Michael Bagby D.C.  
Paul Danko  
Juergen Juffa  
Alan Medsker

**MEMBERS ABSENT:**

Michael Walczak

**STAFF PRESENT:**

Briget Schwab, Engineering Liaison, VAH

**OTHERS PRESENT:**

**RESIDENTS IN ATTENDANCE:**

**CALL TO ORDER:**

A quorum being present, P. Szabo called the meeting to order at 7:35 p.m.

**APPROVAL OF MINUTES:**

**J. Juffa moved to approve the Minutes of the Bicycle Advisory Commission Meeting from February 18, 2016. P. Danko seconded the motion and it carried unanimously.**

**A. Medsker moved to approve the Minutes of the Bicycle Advisory Commission Meeting from April 21, 2016. J. Juffa seconded the motion and it carried unanimously.**

**CHAIRMAN'S REPORT:**

- P. Szabo attended the Northwest Active Transportation Council (NWATC) Meeting on June 14, 2016. The group discussed a number of topics, but mainly spent time on the fatality of the pedestrian struck by a car crossing Central Road by Melas Park at the new rapid flashing beacon (RFB) crossing location. The car was traveling in the middle lane and not the inside lane. Many questions were raised by the group on why the accident could have happened.
  - Was it the location of the installation of the RFB, and was it not visible to the middle lane?
  - Are motorists only accustomed to stopping at red lights?
  - Was this just an unavoidable accident?Members of the NWATC will be drafting a letter to the Village of Mount Prospect asking Staff to ensure the crossings are as safe as they possibly can be, and to offer help for initiatives that can be taken. J. Juffa inquired if the Village of Arlington Heights has any plans for RFB's. B. Schwab stated that Engineering planned to install two, but now the VAH Engineering Department will be holding off until there is a better understanding of what happened in Mount Prospect.
- Another discussion from the meeting was an article in the Daily Herald about the funding required for larger bike networks such as the Des Plaines River Trail and taking examples from surrounding counties. The NWATC will draft a response to the Editor of the Daily

Herald in response to the article and any suggestions to be included in the response can be sent to P. Szabo.

#### **OLD BUSINESS:**

- P. Szabo discussed the updated Wayfinding Map that will be placed in the kiosks throughout downtown. J. Juffa and P. Szabo defined a smaller area of the downtown to make sure everything on the map is walkable and not overcrowded. If the scale works, each business will be color coded and labeled. At this point in the planning stage, the thought is to have three elements to the wayfinding system:
  - o Maps in the kiosks (businesses will have addresses listed)
  - o Street Corner signs that will direct pedestrians
  - o Include walk shed color coding system that will indicate walking times
- P. Danko's first thought on the walk shed is that most locations will be within five minutes or less, so he is not sure it is necessary from a practical standpoint. However, from a marketing standpoint it might be good. P. Danko's also suggested having different maps for different locations. P. Danko inquired how often the maps would be reprinted in the event businesses move or come in. P. Szabo and B. Schwab stated those details haven't been determined at this time, but would be determined by Staff. As part of the overall system P. Szabo is recommending that additional kiosks be added to the downtown area at key locations where pedestrians may be entering the downtown area including; in front of Village Hall, Campbell and Evergreen, Northwest Highway and Evergreen, Dunton and Eastman, and finally the corner of Wing and Vail. However, the actual position and locations of the kiosks will need to be further looked at for feasibility and necessity due to their cost. P. Danko recommends moving the proposed sign at the train station near the newspaper stands. J. Juffa stated if budget constraints than Dunton and Eastman could be eliminated. P. Szabo stated he included that location because of the library and Farmer's Market foot traffic.
  - o As one option, P. Szabo is recommending that the wayfinding signs are similar in design to the existing wayfinding signs as one option. J. Juffa wanted to know if business names should be placed on signs. B. Schwab informed BPAC that there is an Ordinance prohibiting signage for businesses that is located away from the business. P. Szabo also stated that it could be costly to include business names on signs because they change. J. Juffa explained that he and P. Szabo discussed a quadrant system, but after further discussion it would be confusing. The eventual conclusion was to stick with using street names since it was a system already in place.
  - o B. Schwab explained that the Engineering Interns have taken inventory of all Downtown businesses and placed them on the map. The Interns have also made a spreadsheet of all the businesses. The next step is to have the Engineering CADD Technician transfer all of the data onto the map electronically and color code all of the businesses. BPAC members agreed to have the aerial photo removed from the background and have just the building footprints and sidewalks and crosswalks also drawn in.
  - o P. Szabo explained to the members that this is just a proposal and still needed to be approved and the BPAC was tasked with putting a concept into a plan that could work for the Village. B. Schwab explained the next step is receiving Staff's initial approval of the wayfinding map and signs, specifically Planning Department and the Marketing Team. Eventually, the final product will be presented to the Trustees. B. Schwab also explained that BPAC would have to develop a budget for the additional kiosks and wayfinding signs.

- P. Szabo displayed various wayfinding signage options. P. Szabo further explained his idea of using wayfinding signs that match the color coding on the maps of the various businesses. The color coded signs would not fit in with the aesthetics of the existing downtown signage, but would be complimentary to the wayfinding map in the kiosks. However, P. Szabo suggested still including an option that is consistent with the existing wayfinding signage.
- P. Szabo started the discussion on Bike Arlington 2016 stating that there was great weather and was very well attended and lead by J. Juffa. J. Juffa stated that Police requested the route in advance of future rides. P. Szabo said he e-mailed the route in advance, but the format did not work. P. Szabo said the feedback that he received was that the Police support on the ride was fantastic and all feedback was overwhelmingly positive. P. Szabo was approached by several riders asking when the next ride was. J. Juffa pointed out this was a very low budget ride and was asked multiple times if there were going to be three rides this year. M. Bagby asked how much the ride cost. P. Szabo stated the rate per Police officer is approximately \$77 per hour. The other costs were small which included signs and spray paint. P. Szabo stated he e-mailed the Special Events Commission to have a ride with Autumn Harvest, but has not heard back. B. Schwab will follow up with Nancy Kluz since she was also on the e-mail. P. Szabo said he will contact the new Chair of the Special Events Commission to follow up.
- P. Szabo distributed some changes to the existing bikeways maps. The biggest changes he is recommending are:
  - Take the planned and potential bikeways off the map
  - Make recommended bike routes green
  - Make all streets with a speed limit over 30mph to 35 mph red
- J. Juffa reported that 12 people signed up to the Commuter 101 Class, but only 6 attended the class. J. Juffa reported that the AHML was a very supportive partner for the class. J. Juffa recommended that the future class be held as a Biking for Transportation. A. Medsker asked what the most interesting question was that came up in the class. J. Juffa said the only question that stood out was when a woman asked about commuting from her home near Northwest Community Hospital to Elk Grove Village. J. Juffa had to explain to her that some places are just difficult to bike to and that she would either have to learn to bike with traffic on Arlington Heights Road under the I-90 underpass, or take a long detour through Busse Woods.
- B. Schwab reported that not all Staff comments have been received back from the Temporary Bike Parking Ordinance review. Legal Department did respond and B. Schwab reviewed the comments with the BPAC. Which includes:
  - Legal requested that the Ordinance drop the “Temporary” from the Ordinance.
    - P. Szabo would like to leave Temporary in the description in the Ordinance, but would agree with short-term. P. Danko and J. Juffa do not have a problem making the change.
  - Legal is concerned that enforcing the Ordinance for change in use will be difficult
    - J. Juffa stated the BPAC followed the automobile Ordinance when discussing how the bicycle parking Ordinance should be applied.
  - Legal stated that all “Uses” should match the Permitted Use table to ensure Ordinance is talking about same kind of uses.
    - J. Juffa and P. Szabo stated they followed Section 11.4 the automobile parking Ordinance which lists the uses throughout that Ordinance. P. Szabo reviewed the Village website and looked at the Municipal Code and determined there was a Permitted Use Table which was slightly different than

Section 11.4, so the necessary revision will be made to match the existing Permitted Use Table.

- o Legal is concerned the requirements in 11.8-6 are complicated to have the bike parking based on the floor level.
  - P. Szabo explained that this is how the existing automobile Ordinance establishes car parking requirements.

**NEW BUSINESS:**

- P. Szabo set up a bike rack at the Farmer's Market and will continue to do so throughout the summer. The bike holds 8-10 bikes comfortably.
- P. Szabo sent out articles to the BPAC that relates to active transportation planning and infrastructure and the positive economic impacts. P. Szabo explained he wanted to think of ways to make Arlington Heights to be more Bike Friendly. While the articles were for larger scale cities, P. Szabo and J. Juffa think ideas from the articles can be applied to Arlington Heights. J. Juffa read that a home near a bike trail receives more value than one that doesn't have a bike trail nearby. P. Szabo discussed an article that showed mental health and economic improvements after bicycle and pedestrian improvements were completed. In conclusion, P. Szabo stated that while there isn't a lot of data currently out there, what studies have been done clearly show that the bicycle and pedestrian infrastructure brings people to communities and keeps people in those communities. Therefore, allows for more money to be spent and will ultimately improve the economic viability of the community.
- P. Szabo discussed possible modifications to the ComEd ROW path.
- B. Schwab reported that the bike path extension on Kennicott Avenue coming out of Nickol Knoll Park has been completed and signs will be installed.
- The next meeting is tentatively scheduled for July 21<sup>st</sup> or July 28<sup>th</sup>.

**ADJOURNMENT:**

- **P. Danko moved to adjourn the meeting. J. Juffa seconded the motion and the meeting adjourned at 9:37 PM.**

**APPROVED:**

\_\_\_\_\_  
Chairman Date

\_\_\_\_\_  
Secretary Date



**Item:** Minutes of July28, 2016

**Department:** village clerk

Minutes 7/28/16

**ATTACHMENTS:**

**Description**

Minutes 7/28/16

**Type**

Minutes

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***Minutes of the Arlington Heights Bicycle and Pedestrian Advisory Commission  
Thursday, July 28, 2016 in the Hanson Room at Village Hall***

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**COMMISSION MEMBERS IN ATTENDANCE:**

Alan Medsker, Acting Chairman  
Dr. Michael Bagby D.C.  
Paul Danko  
David Easley  
Juergen Juffa  
Michael Walczak

**MEMBERS ABSENT:**

Peter Szabo, Chairman

**STAFF PRESENT:**

Briget Schwab, Engineering Liaison, VAH

**OTHERS PRESENT:**

**RESIDENTS IN ATTENDANCE:**

**CALL TO ORDER:**

A quorum being present, A. Medsker called the meeting to order at 7:33 p.m.

**CHAIRMAN'S REPORT:**

- A. Medsker welcomed David Easley to the Bicycle and Pedestrian Advisory Commission.
- A. Medsker reported that P. Szabo met with Trustee Glasgow to discuss the project scope for the Walk Arlington initiative. P. Szabo stated that Trustee Glasgow would like the project to include all of Arlington Heights not just the Downtown District.

**OLD BUSINESS:**

- B. Schwab reported that the Village did not receive the Draft Bicycle and Pedestrian Plan from Chicago Metropolitan Agency for Planning Department (CMAP), but is expecting it soon. John O'Neal did call B. Schwab to provide an update indicating that the changes have been incorporated. The Plan is currently going through internal CMAP review and will be released to the Village once the review is complete. B. Schwab also reported that P. Szabo stopped by CMAP's office when he was downtown for other business and was able to take a quick look at the Draft copy. P. Szabo was very happy with what he saw to date. J. Juffa inquired what the review process would be once it was received by the Village. B. Schwab stated that it would be routed to the Planning Department, Village Manager's Office, Public Works Department, Engineering Department, and Legal Department for comments. M. Walczak asked if it would be beneficial to have the BPAC sit down with the various departments to expedite the review time. J. Juffa and A. Medsker also thought this would be a beneficial exercise. B. Schwab stated that she would let Staff know that this was BPAC's recommendation. J. Juffa would like to add a blurb to the BPAC website indicating what phase the Bike and Pedestrian Plan is currently in.
- D. Easley inquired about striping bike lanes at various locations. B. Schwab explained that some of the locations were recommended as part of the Bicycle and Pedestrian Plan.

In addition, B. Schwab explained that the striping of bike lanes is not a current practice because of the cost associated with the initial installation and maintenance of the pavement markings. It has been recommended to the BPAC to put a budget together for locations they want bike lanes and have it proposed during budget time as a project. B. Schwab further explained that not all bike routes would be candidates for a striped bike lane and that each location would be looked at by Staff to verify if it is warranted which the updated Bike and Pedestrian Plan will eventually help guide.

- B. Schwab presented the updated Wayfinding map for Walk Arlington initiative that will be placed in the existing downtown kiosks. B. Schwab reported that the walk shed was taken off the map to reduce the crowding in advance of the meeting. The BPAC recommended the following changes:
  - Number the stores instead of the full names to reduce clutter on the map
  - Change the color of parking
  - Add Historical Society and Farmer's Market as a destination
  - Change the train symbol
  - Add an arrow showing to Recreation Park off Miner Street
  - Add a scale of walking times
  - Add the underground parking garage on Evergreen
  - Ensure all bike racks are on map

J. Juffa stated he was very happy with where the map was going and acknowledged how much work had already gone into producing the new wayfinding map. J. Juffa said to extend a thank you on behalf of the BPAC to the Engineering Technician for all the work he is doing for this project.

- B. Schwab reported on comments received from Planning Department for the Temporary Bike Parking Ordinance. Planning Department wanted clarification on the definition of New Construction as it relates to the ordinance. B. Schwab responded to Planning Department and explained BPAC was applying the term, 'New Construction', to a building that was not previously there. For example, the Dunkin Donuts on Northwest Highway. However, B. Schwab further explained to Planning Department that BPAC also wants this ordinance applied to new businesses when there is change of use. Planning Department confirmed that car parking was reevaluated when the business license is submitted to the Building Department for a change of use, so bicycle parking could also be reevaluated at that time. Planning Department was concerned that there may be times there is not adequate space for bike racks and requested language be added to the ordinance that stated "as physically feasible". P. Danko inquired what the car parking ordinance state if a change in use does not meet car parking requirements. B. Schwab stated she thinks they are required go for a variance, but would need to confirm that. P. Danko stated that bike parking requires such a small amount of space compared to car parking, so it would be unlikely that a business would have to request a variance for just the bike parking. P. Danko is not in favor of adding the language. M. Walczak and J. Juffa also agreed that if the parking evaluation is done and there is enough room to accommodate car parking, at least one space could go to a bike rack. In the event that there is not enough room for car parking, the business would have to seek a variance at which time they could also seek a bike parking variance.
- B. Schwab will e-mail Planning Department comments and Legal Department comments to all of BPAC members.
- B. Schwab updated the BPAC on the changes requested for the bikeways map. After discussing the changes with the Engineering Department Director, it was determined that the planned and potential routes should remain on the map because, at this time, it is the only approved document by the Village Board that contains this information. Previous BPAC commissions have designated these future routes and, in time, they either need to

be funded to sign as bike routes or as projects. The Engineering Department also uses this map for grant opportunities to show there are planned routes. In the event the Bike and Pedestrian Plan is updated and contains new information, or has an alternate map that can be used for these purposes, then the potential and planned routes can be removed from the official bikeways map. J. Juffa and P. Danko asked if there can be an alternate map used that is published for rider use. B. Schwab and M. Walczak stated it would be best to wait until the Bicycle and Pedestrian Plan is officially adopted. B. Schwab also informed BPAC that it was not feasible to change the map to a one page printout because of printing purposes.

#### **NEW BUSINESS:**

- D. Easley presented the Vision Zero Initiative to the BPAC. It is a Swedish approach to road design that puts the human factor into account during design. D. Easley further explained that everyone should have the option to drive, walk, or bike and all users should be able to interact safely. The Vision Zero approach takes every user into account. D. Easley also noted that materials explaining the principals are available by the organization, but was not sure if there was a cost associated with that. J. Juffa inquired if it can be added as a guiding principal into the Bike and Pedestrian Plan. A. Medsker stated that it sounds a lot like the Complete Streets Policy that has already been adopted by the Village Board and is included in the Bicycle and Pedestrian Plan. A. Medsker encouraged D. Easley into looking further into obtaining design materials and seeing if there is a cost associated with them.
- D. Easley presented on bringing a bike sharing program to the Village of Arlington Heights. The commission disused Zagster Bike Sharing system which is designed for smaller communities. J. Juffa went to Aurora and tested the Zagster system in preparation of the meeting tonight. J. Juffa said it was very easy to sign up and the cost was five dollars for a day pass. J. Juffa's stated the bike wasn't as stable as the Divvy bike, but was sufficient. J. Juffa took the bike on the Fox River Trail to Oswego, but suggested that the bikes are used for short trips or tourism around the town of Aurora. J. Juffa was not sure where the bike's would be placed around Arlington Heights and what the end destinations would be. J. Juffa's first thought was outbound commuters, but the cost for the bike for the day would not be effective unless returning the bike at the end destination was an option. J. Juffa noted that each rack cost \$10,300 per rack per year and Aurora currently has three racks. D. Easley sent an e-mail to Zander Bonorris with Zagster to obtain information regarding the system. Mr. Bonorris shared that there is sponsorship programs and local business can sponsor bikes to help offset the cost. J. Juffa inquired which trips this would be a viable alternative. D. Easley's vision would be for short trips and commuting from the train station. M. Walczak shared that in the coming months the Northwest Municipal Council will be looking at bike sharing systems for the region. M. Walczak shared that the business model for the Divvy Bike System would not apply to the smaller communities, but there is another vendor that is used by the Forest Preserve that is also for smaller systems that may be worth looking into. D. Easley stated it would be good to have the bike share system to help promote the active transportation lifestyle and encourage the use of bikes for short trips around town.
- M. Bagby brought up concerns that the newly installed speed bumps on Goebbert Road are very difficult to navigate. B. Schwab explained that that road is not Village owned and the speed bumps were not installed by the Village.
- D. Easley asked if it would be possible to get the previous bike rides into a GPX format on the BPAC website, so people can download it to phones for use with various applications. D. Easley referenced the Village of Sharon, Wisconsin and stated they have rides available

on their website in this format. B. Schwab requested that D. Easley send an e-mail with the exact information so the request can be forwarded to the IT Department for review.

- D. Easley wants the BPAC to look into possible grant opportunities that the Village can go after for bike route improvements. M. Walczak explained that a lot of grants rely on the Village coming up with match money and identifying specific projects. M. Walczak further explained that once the Bike and Pedestrian Plan is finalized, it will help the BPAC focus on what projects to focus on and go after funding for.
- B. Schwab reported that a bike fell into the window of Beat Street toy shop downtown. Therefore, the Planning Department, Engineering Department, and Public Works Department are working together to install a bike rack in that area. B. Schwab has forwarded the U-Shape bike rack design and recommended it be placed parallel to the street so sidewalk access is maintained. ADA accessibility of the sidewalk still has to be evaluated.
- The next meeting is tentatively scheduled for Tuesday, August 30, 2016 at 7:30 PM.

**ADJOURNMENT:**

- **M. Bagby moved to adjourn the meeting. J. Juffa seconded the motion and the meeting adjourned at 8:49 PM.**

**APPROVED:**

\_\_\_\_\_  
Chairman Date

\_\_\_\_\_  
Secretary Date



**Item:** Walk Arlington Update

**Department:** Engineering

- Update

## **ATTACHMENTS:**

### **Description**

### **Type**

No Attachments Available