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**MINUTES**  
**BICYCLE AND PEDESTRIAN PLAN ADVISORY GROUP**  
**Remote Participation**  
**February 2, 2022 – 3:00 p.m.**

The Bicycle and Pedestrian Plan Advisory Group meeting was held remotely on Tuesday, February 2, 2022. The meeting was called to order at 3:02 p.m. by Chairman Craig Niedermaier.

**Members Present:**

Chairman Craig Niedermaier  
Stephen Sander  
Ticia Doughty-Ashcroft  
Brian Lee

**Staff Present:**

Nathan Bruemmer, Staff Liaison  
Tom Powers, Village Engineer  
Nick Zakula, Police  
Andrew Vitale, GIS Coordinator  
Bob Rado, Civil Engineer II  
Katie Schneider, Community Engagement Coordinator

**Also Present**

Tim Gustafson, Epstein

**Call to Order**

**Approval of Minutes**

Group Member Stephen Sanders, seconded by Group Member Brian Lee, moved to approve the minutes of the December 15, 2021, meeting; on voice vote all concurred.

**New Business**

**I. Village Sidewalk Ordinance Revision**

Bob Rado, Civil Engineer II for the Village, presented for this item. The premise of the ordinance revision is to figure out how we can work with new developments to incorporate bike paths and shared-use paths as part of their projects. There have been instances where there have been redevelopments along routes where the Village would like to see bike paths, but the Village doesn't have the means or tools to convey that to the property owners. Engineering believes if they can tweak the ordinance to include 5' to 8' paths rather than the current 5' sidewalk. Mr. Rado also added language to allow 10-12' paths at the discretion of the Public Works Director.

Chairman Niedermaier asked if they could discuss the ramifications of such an ordinance. Tom Powers, Village Engineer, says they currently ask developers to install sidewalks in areas where there aren't any. A recent example was Zippy's Carwash, where it was a bit of a fight to get them to install a wider sidewalk even though that area was in a streetscape plan. In infill situations where it's not a complete redevelopment, or where a subdivision is not required, Engineering often gets pushback from property owners when they're asked to install sidewalks, or install wider sidewalks. By having something in the code, it gives something for staff to stand behind. Powers believes that this ordinance combined with the updated bike plan will give the Village good footing for requiring sidewalks.

Chairman Niedermaier had questions about whether a wide sidewalk would be preferred over a normal sidewalk with a landscape buffer, and asked the group members for their thoughts on the utility and aesthetics on it, and any potential pitfalls that might be associated with the ordinance. Group Member Sanders said he prefers a buffer from the street as it provides a place for snow to go. For the areas in town where there is no buffer, the plowed snow stacks up on the sidewalk. Chairman Niedermaier wondered whether we could strategically use the smaller bike lane plow to clear sidewalks during the winter. Group Members Brian Lee and Ticia Doughty-Ashcroft both voiced support for the ordinance.

Tim Gustafson, Epstein, shared some suggestions for consideration: first, there needs to be a 5' buffer from traffic for something to be considered an "official bike facility." He thinks we should opt for starting with a 10' sidewalk requirement, which gives us the ability to back down to an 8' – but the ordinance should aim for 10'. If the property owner wants to make a claim, they need to make the case to the Village to consider an alternative. The Village Board should be firm on it. If we move forward with the ordinance, Epstein would make sure the bike plan reflects the intent of the ordinance.

There was conversation about whether BPAG needs to make a formal recommendation to adopt the ordinance. Group Member Brian Lee suggested Public Works revise the document to reflect what was discussed, and bring it back for a formal vote. Tom Powers said they would do that and we could vote at the next meeting.

## **II. Vehicle Stickers**

Katie Schneider, Community Engagement Coordinator, briefly presented on the Village's new vehicle sticker design. An ongoing conversation within BPAG has been smaller ways to remind people of bike safety. The intent with the new design is to remind drivers to be mindful of bike safety. The bike tire icon in the design was used on the Howard St bike lanes, and will be continued to be use for bike related things. The back of the sticker has a small sentence letting people know that the Village has a few initiatives promoting bicycle and pedestrian safety, and a url to a section of the Village website about the bike plan. When people come to get the Vehicle stickers they will put some safety posters and handouts out at Village Hall.

Group Member Doughty-Ashcroft asked if when it becomes bike-riding season, will the Village be putting out the "Children live and play here" signs again? Katie Schneider said that those signs came from the Mayor, not the Village, but asked if she'd like to see them again. Group Member Doughty-Ashcroft said maybe, but not to the extent of last year. Group Member Lee agreed that it was nice messaging, but

they don't need to be on every corner. Group Member Sanders said he saw them in the street and didn't like the excess waste. Chairman Niedermaier thought perhaps they could be put in more strategic spots, specifically where people are crossing frequently.

Tim Gustafson, Epstein, gave a quick reminder that Cody McChane would be scheduling an optional, informal meeting with group members to finish up the mapping exercise that had begun in December.

### **III. STP Call for Projects**

Tom Powers, Village Engineer, shared a Northwest Municipal Conference presentation on the 2022 Surface Transportation Program Call for Projects. There is a call for projects right now for federally grant-funded projects. This is a federal program that in January of even years calls for projects with the goal of creating a five-year plan. The Village does have to commit local funds. The NWMC is a sub-regional planning group that does planning for the NW suburbs. There are some criteria for these projects. One is it needs to be an eligible route, meaning it needs to be an arterial road that has been identified by IDOT. So right now that means streets like Milwaukee, Howard and Dempster as well as Shermer and Washington north of Dempster. We have until March 18<sup>th</sup> to get our application in. It's a competitive program which is scored by the planning group, and then a technical committee will vote to recommend the program. Once it gets all approvals it goes into the TIP, which basically means its official. These projects generally take a long time.

As far as funding and match ratios, the Village would be responsible for 100% of phase I engineering. Phase II gets a 50/50 cost share with the Northwest Commission. ROW acquisition also gets a 50/50 share. The construction and construction engineering is eligible for an 80/20 match. The scoring is based on how much traffic is on the road, if we have additional sponsors, the safety road index, and having a complete streets policy. Powers presented some tables that further break down how scoring is allocated. The Village had previously received money for the Howard Street project through this program.

Powers went on to discuss bike improvements on Shermer Road. This is an item that was in the 2014 Bike and Ped Plan, and is in the Village's 5-year paving program. BPAG has talked about improving Shermer Rd previously, and Morton Grove is working on Shermer for bike improvements as well. Powers thinks that Shermer Road would be a good candidate for adding on-street bike lanes, or some sort of defined biking facility. Powers said Shermer would be his recommendation for a project to pursue for STP funding, but would be open to hearing other suggestions. Chairman Niedermaier asked if we should make a recommendation at this meeting or wait two weeks. Tim Gustafson said that because Shermer is in the 2014 plan, and has been mentioned as something we want to continue to pursue in the Plan update, that unless the BPAG feels something has changed since our December meeting, that we should greenlight Shermer to move forward. Group Member Lee said he liked that the previous use of STP funding addressed Howard St, an east-west route, and now we would be addressing Shermer, a north-south route that makes connection with Glenview. Gustafson said if we get letters of support from Glenview and Morton Grove, it would be an inter-agency project which would score us some points. Chairman Niedermaier said that Shermer seems like a no-brainer. Group Member

Doughty-Ashcroft asked what would happen to street parking on Shermer if we added on-street bike lanes. Tom Powers said he believes it's wide enough to accommodate parking and bike facilities, but would have to study it further. Group Member Lee asked what we do when Shermer meets Waukegan. Gustafson said he has ideas for that that the Bike Plan's conceptual design would address. Group Member Doughty-Ashcroft asked about public outreach to people who live along Shermer. Powers said public meetings are required by law when projects involve federal funds. Group Member Sanders said Harlem is one other street we discussed, but that we're further along with Shermer and that seems like the best route.

**Group Member Brian Lee moved that the Bicycle and Pedestrian Advisory Group recommend supporting the project on Shermer Rd. Group Member Stephen Sanders Seconded the motion. On a voice vote, all concurred.**

**There being four (4) affirmative votes, the motion carried.**

### **Other Discussion**

On a different subject, Group Member Brian Lee noticed on Monday evening that there was a traffic accident at Cleveland and Waukegan, and was wondering if there was any update on the Village's planned improvements at the intersection. Tom Powers said he does have an update, and shared the latest plans. He said we've prepared a corridor study and submitted it to IDOT, and that we don't see a huge traffic impact from going down to two lanes. We are now waiting on a response from IDOT to see how they felt about the study. If the study is approved, then we would start building on the design for the corridor. The intersection would have dedicated left turn lanes on Waukegan, pedestrian refuge islands, and one through lane in each direction. Group Member Lee asked if there would be right-of-way impacts for this design – Powers said those would be minimal, if any.

Powers also gave an update for the plans at Caldwell and Cleveland. The Village got IDOT comments in December, and responded to those comments on January 10<sup>th</sup>. They are in the process of negotiating the phase II design contract right now, and hope to have it at the Village Board in February or March. The final contract plans will be completed in July, with letting in August, which means the Village would award in September and begin work in September.

Chairman Niedermaier asked if in light of the long timeline, is there anything we can do in the interim to improve safety at the intersection. Powers suggested putting one of the speed radar signs that shows how fast drivers are going. Niedermaier asked for details of the accident at Waukegan and Cleveland. Bureau Chief Nick Zakula, Police, said he didn't believe it involved a pedestrian. Group Member Doughty-Ashcroft brought up that the crossing guard at Oakton and Waukegan was hit by a car. Bureau Chief Zakula confirmed that, and said that she is receiving treatment and recovering. He thinks the driver was making a left from westbound Oakton to southbound Waukegan. Chairman Niedermaier asked if it would make sense to talk about accidents that have happened in the group. Group Member Doughty-Ashcroft said that would be a great idea. Bureau Chief Zakula said that they're tracking anything involving a pedestrian. Chairman Niedermaier said it would be useful to know the top most dangerous intersections/stretches in the Village. Bureau Chief Zakula said he would share incidents involving pedestrians and cyclists at the group's monthly meetings.

Group Member Doughty-Ashcroft said that in the fall we had discussed getting into the schools and discussing bike safety. She asked if we could revisit that topic. Nick Zakula said that Police have put together a bike safety video that's been distributed to all schools. The police's bike

teams have also been riding with Steve's bike group. Chairman Niedermaier suggested incorporating bikes into Culver school's fun run. Group Member Doughty-Ashcroft said she would be willing to set up a table at the fun run, and inquired about where we could get donated helmets. Group Member Sanders said there are a number of grants out there for educational outreach about bike safety, and that he would reach out to Group Member Reins for more information. There was some discussion about the Walk and Roll event for next year.

Group Member Sanders brought up the issue of pedestrian signals on traffic lights – specifically that the pedestrian signals don't automatically switch to "crossing." He feels this leads to a possibility of more accidents. He singled out the light at Milwaukee and Oakton as particularly frustrating. Tom Powers asked Group Member Sanders to type up a narrative of what he's currently seeing and what he'd like to see, and it can be sent to an engineer at IDOT.

### **Comments from the Public**

None.

### **Next Meeting**

March 16, 2022.

### **Adjournment**

Motion to adjourn was made by Group Member Sanders, seconded by Group Member Doughty-Ashcroft; all concurred and the meeting adjourned at 4:19 PM.

Nathan Bruemmer  
Staff Liaison