

MOVE HP

An Update to Bike-Walk HP 2030

DRAFT



October 2019

 City of Highland Park



Acknowledgments

MoveHP is made possible through the volunteer efforts and input from dedicated members of the Highland Park community.

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1 Executive Summary

What is MoveHP?

MoveHP is a 5-year update to Bike-Walk HP 2030, Highland Park's non-motorized transportation plan. MoveHP envisions the development of a comprehensive and connected non-motorized transportation system. It proposes that the City of Highland Park plan for improvements to the City's street and transportation system that will serve all transportation users: cyclists, pedestrians, transit users and drivers, regardless of age or ability. The Plan aims to provide each user with an improved, more enjoyable and safer access to local and regional destinations.

The Importance of MoveHP

The City has progressed as a bicycle- and pedestrian-friendly community through the implementation of Bike-Walk HP 2030 and continues this commitment through MoveHP. Updates to the plan are needed to reflect new bike infrastructure and pedestrian connections, integrate the Family Friendly Bikeways Action Plan (2016), and re-evaluate project and policy priorities. MoveHP provides the City with a non-motorized transportation plan that reflects current community needs and desires.



Existing Conditions

Achievements

Since the passage of BikeWalk HP 2030, the City of Highland Park has made significant strides in biking and walking infrastructure. New infrastructure improvements include the additions of 18 miles of shared lane markings (“sharrows”), development of a the Family Friendly Bikeway route in the Highlands neighborhood, a new bike repair station, and sidewalk gaps filled on Green Bay Road and Ridge Road. These efforts enabled Highland Park to achieve Bronze-level status as a Bicycle Friendly Community by the League of American Bicyclists in 2018.

Existing Bike/Ped Network

Highland Park has an existing bike and pedestrian network stretches across City. Major features include the Robert McClory Path and Skokie Valley Path, which run north-south across much of the city and connect it with neighboring municipalities. In 2017, 18 miles of sharrows were installed on primary and secondary roads throughout the city. The majority of the City’s neighborhoods have sidewalks and downtown is a walkable, pedestrian-friendly destination.

Safety is a key factor that motivates whether people choose to walk or bike to a destination. Staff analyzed police crash data involving pedestrians or cyclists, and found that there were challenging intersections in the central business district, the Briergate District, at the intersection of Lake Cook Road with Skokie Valley Road and the access ramps of US-41. Additionally, bike routes in Highland Park – either signed or with sharrows installed 2017 – were located on roads with speed limits (35 MPH) higher than what is considered safe for non-segregated traffic (25 MPH).

While the City has made significant improvements to its biking and walking infrastructure, Highland Park’s zoning code does not effectively promote walkability and bikeability. Highland Park does not require bicycle parking in new developments and has a difficult process for parking reductions in return for constructing bicycle parking. Furthermore, while the Highland Park Municipal Code requires sidewalks to be installed on both sides of major arterial streets and

MoveHP Goals

1. Develop and adopt policies, plans and guidelines to assure that cycling and walking are a safe and integral part of City life.
2. Partner with government, non-profit, and local organizations agencies to incorporate bicycle and pedestrian policies in projects and facilities in the community.
3. Develop and maintain a continuous, interconnected cycling and pedestrian system that accommodates short and long distance trips and provides connections and access to major community destinations.
4. Provide funding for bicycle and pedestrian-related improvements through the capital improvement program, grants, and other funding sources.
5. Implement bicycle and pedestrian education, encouragement, enforcement, and evaluation programs.





either or both sides of minor arterials, the policy is not currently enforced. Finally, the City does not currently mandate internal walkway networks in new parking lots which reduce the risk of conflicts. All of the above are considered best practices and required in several communities within the region.

Public Outreach

MoveHP outreach efforts included a public workshop, online survey, and a resident-led Steering Committee. Feedback consistently stressed the need for east-west connections over/across US-41, which was considered unsafe and uncomfortable; as well as filling in sidewalk gaps, connecting the bicycle path network, and improving specific intersections across the city.

Recommendations

Key Themes

Using public outreach and careful analysis, city staff formed a set of goals, objectives and recommendations to make Highland Park more walk- and bike-friendly community. Infrastructure improvements in the plan follow three main themes:

- **Sidewalk Infill:** Well-connected pedestrian and bicycling networks make it easier and safer for people to walk and bike. Highland Park has numerous gaps in its sidewalk network; MoveHP recommends filling these gaps as a key improvement.

- **Improved Intersections & Crossings:** Police crash data shows several dangerous intersections for pedestrians and cyclists, and several intersections are hard to navigate. MoveHP recommends the redesign and improvement of intersections across the city to increase safety and comfort.
- **East-West Connections:** Public outreach stressed the importance of improved east-west connections, especially over US-41. Connecting a fragmented network is a key recommendation of MoveHP

Implementation

Highland Park will need to utilize five strategies to successfully implement MoveHP. This includes: using MoveHP regularly, using MoveHP as a guidebook for BWAG and TAG, continuing to review the CIP, identifying and applying for funding, and updating MoveHP on a regular basis. MoveHP should be consulted often by elected officials, planners, engineers, and advocates. Frequently utilizing MoveHP, and regular evaluation and updating of the Plan, will ensure its implementation is successful and adapts to new challenges. Each recommendation presented in the Plan is scored by priority and cost in order to help staff and elected officials plan projects over the next 5 to 10 years. Finally, MoveHP includes a list of funding opportunities at local, state, and federal levels – as well as the non-profit sector – in order to guide staff in finding the grants and loans projects require.



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2 Introduction

MoveHP is the City of Highland Park non-motorized transportation plan. It is an update to the 2012 Bike-Walk HP 2030 Plan and proposes that the City of Highland Park plan for improvements to the City's street and transportation system that will serve all transportation users: cyclists, pedestrians, transit users and drivers, regardless of age or ability. The Plan aims to provide each user with an improved, more enjoyable and safer access to local and regional destinations.

Purpose of MoveHP

In 2012, the City of Highland Park adopted Bike-Walk HP 2030, the City's comprehensive bicycle and pedestrian plan. In the seven years since the adoption of Bike-WalkHP 2030, the City has made significant strides to improve its non-motorized transportation infrastructure. The City has completed multiple pedestrian and cycling-focused projects, including adding 18 miles of shared-used lanes, constructing 2.5 miles of sidewalk, and adding or improving connections between shared-use trails. In 2018, the City was awarded a Bronze status as a Bicycle Friendly Community by the American League of Bicyclists, one of only 19 Bicycle Friendly Communities in the state.

The City seeks to continue serving as a bicycle- and pedestrian-friendly community through the implementation of BikeWalkHP 2030. Updates to the plan are needed to reflect new bike infrastructure and pedestrian connections, integrate the Family Friendly Bikeways Action Plan (2016), and re-evaluate project priorities. The updated plan, known as MoveHP, provides the City with a non-motorized transportation plan that represents represents the community's current needs and desires in this area.

MoveHP Goals

1. Develop and adopt policies, plans and guidelines to ensure that cycling and walking are a safe and integral part of City life.
2. Partner with government, non-profit, and local organizations agencies to incorporate bicycle and pedestrian policies in projects and facilities in the community.
3. Develop and maintain a continuous, interconnected cycling and pedestrian system that accommodates short and long distance trips and provides connections and access to major community destinations.
4. Provide funding for bicycle and pedestrian-related improvements through the capital improvement program, grants, and other funding sources.
5. Implement bicycle and pedestrian education, encouragement, enforcement, and evaluation programs.



Mission

MoveHP envisions the development of a comprehensive and connected non-motorized transportation system. The mission of Bike-Walk HP 2030 carries forward with this plan:

To develop a community-wide system of facilities that will provide opportunities for recreation and fitness activities; protect important natural habitats; promote conservation of open spaces, parks, forests, and wetlands; connect neighborhoods, parks, schools and business areas with facilities to provide a safe, enjoyable alternate form of transportation; educate the community about the opportunities for, and benefits of, walking, running and bicycling; and encourage residents to participate in these activities.

Existing Conditions Report

In July 2019, staff drafted an Existing Conditions Report for MoveHP. The Existing Conditions Report provides a snapshot of the existing bicycle and pedestrian infrastructure and policies in Highland Park. It also outlines and celebrates what the City has accomplished since the adoption of Bike-Walk HP 2030. The Existing Conditions report provides the foundation to reevaluate recommendations from Bike-Walk HP 2030 and introduce new recommendations that align with current trends and best practices.

Planning Process

MoveHP has followed a 10-step plan from kick-off to adoption:

- Step 1: Project Kick-Off
- Step 2: Public Workshop
- Step 3: Existing Conditions Analysis
- Step 4: Steering Committee Meeting
- Step 5: Presentation to the City Manager
- Step 6: Draft Plan
- Step 7: Steering Committee Meeting
- Step 8: Revise Plan
- Step 9: Open House
- Step 10: Final Plan & Approval Process

This process was designed to thoroughly evaluate Bike-Walk HP 2030, garner feedback, and research and apply best practices.

Public Outreach

Because MoveHP is an update of an existing document, outreach opportunities were limited; however, the process included several opportunities for public input. Outreach opportunities included a community workshop, online survey, and open house.

Steering Committee

Throughout the process, City staff regularly solicited feedback from the Steering Committee, and hosted three meetings of the Committee. The Steering Committee is comprised of community stakeholders including the Park District of Highland Park, residents, bike-enthusiasts, and every-day walkers. The committee worked closely with staff to serve as a sounding board and ensure the plan met the needs of the Highland Park community.

Existing Conditions

Highland Park has an urban downtown area, rail access, and regional attractions within biking and walking distances. Since the adoption of Bike-Walk HP 2030, new paths, sidewalk, and shared-use lanes have been installed throughout the city. More improvements are planned or underway in 2019. This chapter provides an overview of Highland Park's existing non-motorized transportation policy, accessibility, and data.

Accomplishments

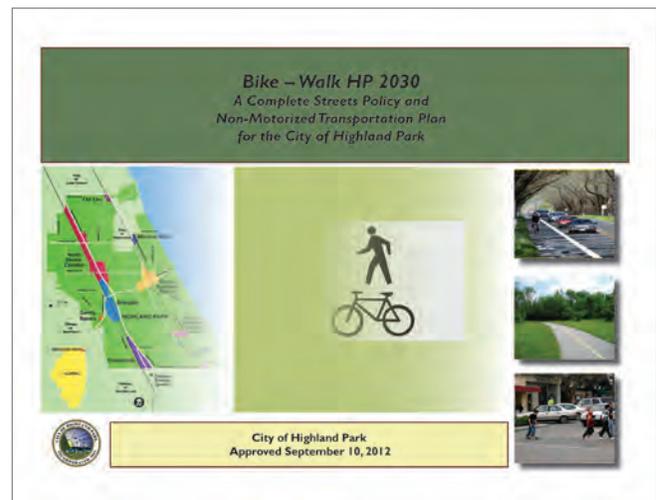
Bicycle Friendly Community

In 2018, the League of American Bicyclists designated the City of Highland Park a Bicycle Friendly Community at the Bronze level. The League reserves this award for select communities with impressive commitments to bicycling. A Bike Friendly Community welcomes bicyclists by providing safe accommodations for bicycling and encouraging people to bike for transportation and recreation. There are currently 19 recognized Bicycle Friendly Communities in Illinois including the City of Highland Park.

Previous Plans

Bike-Walk HP 2030

The City of Highland Park adopted Bike-Walk HP 2030 in 2012 as the non-motorized transportation plan for Highland Park. It is complementary to the Greenways Plan element of the City of Highland Park Master Plan; and is an evolution and update of concepts and policies already established. The plan ultimately aims to encourage more residents to walk or bike to work, school, and local destinations, and provide every user



with an improved, more enjoyable and safer access to local and regional destinations. The plan recommended both programmatic improvements as well as physical improvements to the street, sidewalk, intersection and trail systems.

The planning process included a review of current pedestrian and cycling infrastructure in Highland Park and integrated multiple avenues for community input. City staff hosted two community meetings in June 2011, an online survey, and accepted written responses on the plan.

Specific proposals included the development of

Existing Bike/Ped Network



dedicated bicycle lanes, designation of shared roadways, signed bicycle routes and shared-use paths, as well as improved sidewalks and intersections throughout the City for cyclists and pedestrians. The plan also included recommendations to make it easier to use existing local public transportation for persons of all abilities. These improvements were to be integrated into the City's Capital Improvement Program.

Family Friendly Bikeways Plan

In 2016, city staff and the Bike Walk Advisory Group collaborated with the Active Transportation Alliance – a Chicago non-profit advocating improved bicycling and pedestrian transportation – to create the Family Friendly Bikeways Action Plan. The plan was based on a regional campaign goal to help build a network of streets that are comfortable for cyclists of all ages and abilities. In Highland Park, the plan focused on improving cycling routes in the Highlands neighborhood using signage and public education.

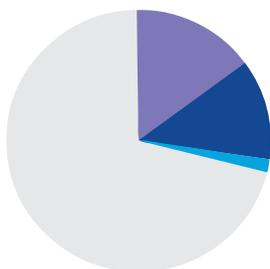
Non-Motorized Transportation

Highland Park includes diverse land uses, a robust park system, and regional attractions, many of which are accessible by the City's existing pedestrian and bicycle infrastructure. Anchored by an urban downtown adjacent to a Metra commuter rail station, the City includes dense, multi-family housing near downtown and the Ravinia Business District, while the majority of the City is comprised of single-family residential neighborhoods.

Modeshare

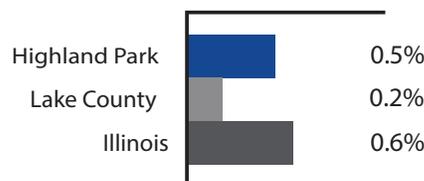
According to the American Community Survey, the majority of Highland Park residents commuted by car in 2017, with 70.9% of workers driving alone and 15.1% of workers carpooling. Public transit was the next most popular option, with 12.4% of residents taking Metra or Pace to work. Finally, 1.1% of all daily commutes were made by walking, and 0.5% were made by bike. The percentage of Highland Park residents commuting on foot or by bike is significantly lower than Illinois or Lake County overall. Furthermore, commuting on foot has seen a 50% decline from 2010.

Means of Commuting 2017

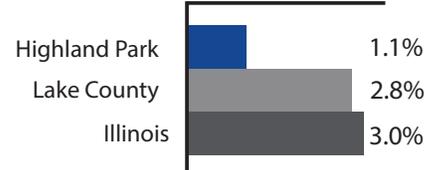


Drive Alone	70.9%
Carpool	15.1%
Transit	12.4%
Bike/Walk	1.6%

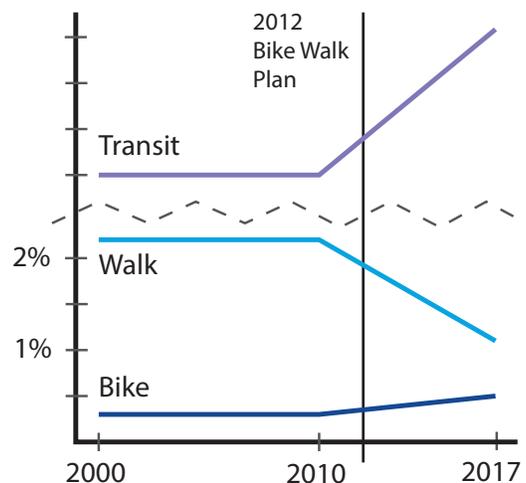
Bicycle Commuting 2017



Walk Commuting 2017



Biking/Walking Trends 2000 - 2017



Source: US Census



Internal pedestrian and bike counts at peak travel times have seen moderate declines (14% and 22%, respectively) between 2013 and 2018. These data confirm declines reported in the American Community Survey. The most popular destination for work is Chicago with 22.7% of residents travelling there; Highland Park is the second most popular destination, with 13% of residents commuting internally.

Bike/Pedestrian Counts

In May and September of 2013 and 2014, the City of Highland Park, in conjunction with the Bike Walk Advisory Group, performed bike and pedestrian counts to better understand the utilization of local roads and trails by alternative transportation modes. No counts were performed between 2015-2017, but the efforts were restarted in the fall of 2018. The results of the count show declines in both biking and walking. Because the declines are numerous, sharp, and averaged across four sampling periods during peak hours, it can be assumed that the general trend in Highland Park is a decrease in biking and walking during commuting hours. This correlates with declines reported in the American Community Surveys and noted in this section. However, additional analysis reveals that the City's

recreational bicycle population is growing and inclement weather has a significant impact on the number of bicyclists and pedestrians.

Safety

Safety is a key factor that motivates whether people choose to walk or bike to a destination. In fact, according to a 2018 national survey by People For Bikes, 50% of adults would like to ride bikes more, but are concerned about safety around motor vehicles. These perceptions are not unfounded. Between 2012-2018, 122 automobile crashes involving a cyclist or pedestrian occurred within the City, based on reports from the Highland Park Police Department. Of those crashes, 71 resulted in physical injuries. The highest concentration of crashes is in downtown Highland Park, and typically involve pedestrians rather than cyclists. The on and off-ramps on Route 41 on Lake Cook Road also have a significant concentration, especially for cyclists. The Briergate District is a notable hazardous intersection for pedestrians.

Notably, many of the areas with a higher frequency of crashes are on roadways with high traffic volumes. For example, according to a 2014 IDOT traffic count, Lake Cook Road has approximately 33,000 cars traveling on it per day past Skokie Val-

Average Daily Count of Peak Pedestrian and Bicyclist Traffic Highland Park, September 2013 and September 2018

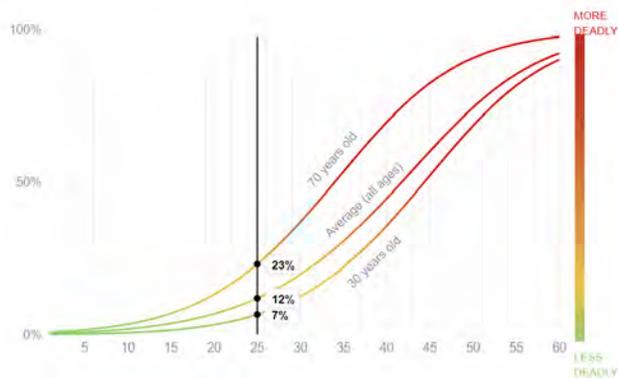
Intersection	Pedestrian Daily Average			Bicyclist Daily Average		
	Sept. 2013	Sept. 2018	Change	Sept. 2013	Sept. 2018	Change
Clavey @ Green Bay	17.25	9.75	-43%	7	5.75	-18%
Green Bay @ Clavey	10.5	11.25	7%	11.5	11.75	2%
McClory Path @ Lincoln	65.25	66.25	2%	19.5	17	-13%
Lincoln @ McClory Path	31	7.25	-77%	11	6.25	-43%
St Johns @ Lincoln	11.75	6.75	-43%	17	23.5	38%
Lincoln @ St. Johns	3.5	9.25	164%	1.25	6.25	400%
Laurel @ Green Bay	32.5	29.75	-8%	5	5.25	5%
Green Bay @ Laurel	32	25.75	-20%	5.5	4.75	-14%
Sheridan @ Moraine	24	23.75	-1%	37.75	43.75	16%
Moraine @ Sheridan	12	7.25	-40%	2.5	0.75	-70%
Summit @ Old Trail	19	24	26%	10	5.25	-48%
Old Trail @ Summit	11.5	10.75	-7%	13	3.5	-73%
Total	270.25	231.75	-14%	141	133.75	-5%

Vehicle Speed Limits + Crashes Involving Bikes & Peds

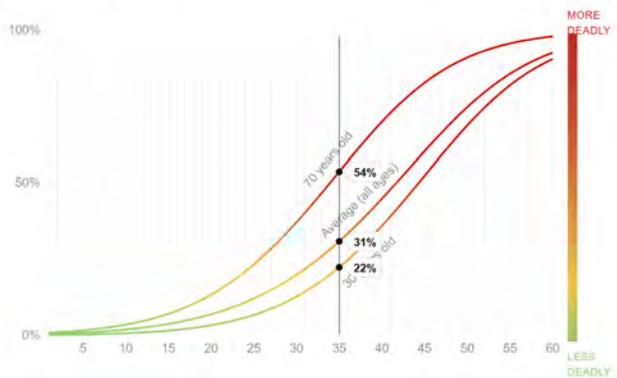
2012-2018



The Chance of Being Killed by a Car Going 25 mph



The Chance of Being Killed by a Car Going 35 mph



Source: ProPublica, <https://www.propublica.org/article/unsafe-at-many-speeds>

ley Road. In addition to roadway volumes that may increase opportunities for car-pedestrian/cyclist collisions, a major factor in cyclist and pedestrian safety is the speed at which a vehicle travels. According to a 2011 report by the AAA Foundation for Traffic Safety¹, the average risk of severe injury for a pedestrian struck by a vehicle going 25 MPH is 12%. When age is factored into the equation, the risk rises as age increases. A 70-year-old pedestrian has 23% change of severe injury if struck by a vehicle traveling 25 MPH.

As vehicle speeds increase, so do the risk for severe injury to a pedestrian if struck. In Highland Park, the default roadway speed limit is 25 MPH, but some roads that currently have bicycle infrastructure (sharrows) have speeds limits up to 35 MPH. This includes Clavey Road, Half Day Road, and Park Avenue. At a speed of 35 MPH, the average risk of severe injury for a pedestrian struck by a vehicle jumps to 31%. It is not best practice, as identified by the National Association of City Transportation Officials (NACTO), to have designated bicycle routes without any separation on roads faster 25 MPH because it makes cycling both uncomfortable and more dangerous.

Zoning & Ordinances

The City's Municipal Code, including the Zoning Code, provide policies that can shape the walkability and bikeability of the community. A current policy in place is an incentive to decrease vehicle parking and encourage additional bicycle parking; the City of Highland Park offers an automobile parking

reduction at a ratio of ten (10) long-term bicycle parking spots for one (1) automobile spot reduced. However, this reduction has stringent requirements that may make the bicycle parking reduction a less attractive option for developers. The City Code does not include required bicycle parking as part of new developments, which does not align with best practices and regional trends. Chicago-area suburbs with a bicycle parking ordinance generally require design and location standards for required bicycle parking.

Currently, the Highland Park Municipal Code requires sidewalks to be installed "on both sides of major arterial streets" (Section 93.040(A)(1)). The code also requires that sidewalks shall be installed on both or at least one side of minor arterial streets based on zoning district. However, this policy is not currently enforced. Instead, the City of Highland Park Department of Public Works follows Local Streets Sidewalk Installation Policy, which requires property owners consent for new sidewalk on a residential street.

Additionally, the City does not currently mandate internal walkway networks in new parking lots. Internal walkways, usually separated from vehicular parking and traffic by landscaping, promote pedestrian safety and reduce the risk of injury. Both Chicago and Portland, OR, require internal walkways for large-scale parking lots. Oak Park, IL, requires internal walkways in all parking lots.

¹ Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death. AAA Foundation for Traffic Safety.





New sidewalk construction in Spring 2019 on Ridge Road, between Lake Cook Road and Lawrence Lane fills a critical gap in the sidewalk network.

Pedestrian Network

Since 2012, the City of Highland Park has added 2.5 miles of sidewalk and improved wayfinding signage within the city. Major improvements include building sidewalks on Lake Cook Road, filling in sidewalk gaps on Green Bay Road, and improving the Robert McClory Path near Highland Park High School. However, several gaps in the pedestrian network remain, ranging from half-a-block to half-a-mile.

Sidewalks and paths are typically constructed at the discretion of City Council and Public Works. However, residents may request a new sidewalk under the Local Streets Sidewalk Installation Policy. In order for the sidewalk to be considered, 75% of residents on the same side of the street where the sidewalk is to be built must support the project. This policy has been in effect since July 2016. Peer communities, such as Lake Forest and Des Plaines, have less restrictive community support requirements. A similar policy is in effect for the construction of new streetlights.

Pedestrian infrastructure downtown was improved by re-marking intersections, installing signs in downtown Highland Park in 2016, and removing “beg buttons” for pedestrian signaling. Wayfinding signs throughout the city were installed in conjunc-

tion with the 2017 Sharrows Project. To improve connectivity for both pedestrians and cyclists, the City constructed a “cut-through” at Greenwood Avenue and North Avenue providing a pedestrian-only connection between the two streets.

Bike Network

A significant amount of work on Highland Park’s bicycle network has been completed since the adoption of Bike-Walk HP 2030. Most importantly, Public Works installed 18 miles of shared-lane markings (sharrows) in 2017 utilizing funding from the Illinois Department of Transportation and a City Council apportionment; the investment totaled \$429,000. These sharrows run on many of the most-traveled streets in Highland Park, as well as connector streets within neighborhoods. The Sharrows Project also included improved wayfinding signage helping both residents and visitors find their way around town easier. In spring 2018, the City installed a bicycle repair station on the Robert McClory trail near the Ravinia Metra stop.

According to the National Association of City Transportation Officials (NACTO) guide “Designing Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities,” bike boulevards and sharrows should be reserved for roadways with a speed limit of 25 mph and less

than 1,500 vehicles per day. Beyond 25 mph or on higher volume roadways, shared lanes are less comfortable and more dangerous for cyclists of all ages and abilities. Most sharrows in Highland Park are residential streets with slow-moving traffic; however, sharrows are present on Half Day Road, Clavey Road, and Sheridan Road, where the speed limits are between 30 and 35 MPH.

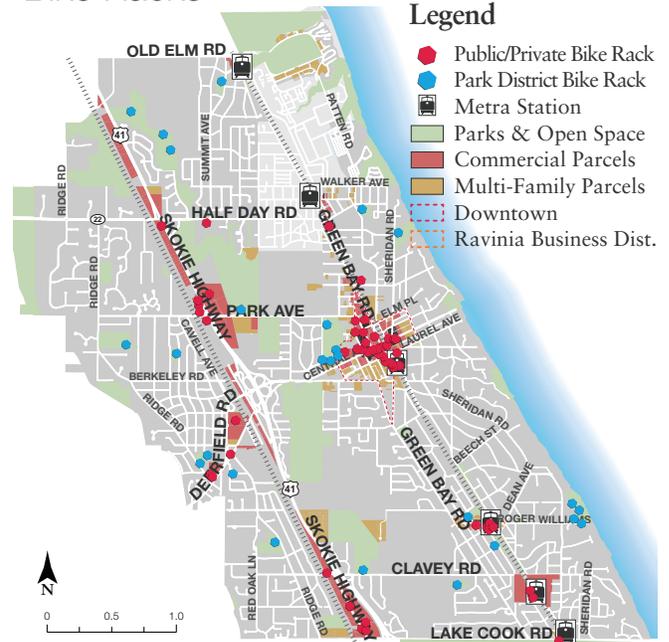
The City's bike network also includes bike racks and other facilities. In spring 2018, the City installed a bicycle repair station along the Robert McClory Trail near the Ravinia Metra station. This was funded through a 2017 ComEd Green Region Grant. In addition, the City has 103 bike racks on both commercial and public properties, with most of these concentrated downtown and in parks. While several bike rack types exist, U-racks, wave racks, and bollard racks are the most preferable because they allow both the front wheel and frame to be secured by a single U-shaped lock. Nevertheless, the City includes a myriad of bike rack styles ranging from wave designs to wheel wells, which are not effective for bike security.

In spring 2017, City staff explored the possibility of implementing a bike share program within the City of Highland Park. A bike share program makes bicycles available for shared use on a short-term basis, usually for an hourly rate or membership fee. While Chicago's bike share system, Divvy, has proven successful since its launch in 2013, similar programs in the suburbs have struggled. Oak Park had a Divvy extension, then cancelled the contract due to high cost and low ridership. Similarly, Aurora's bike share program is limited to three stations downtown, and has low ridership for a city of its size. Due to potential funding issues, it was determined that a bike share program was infeasible in the City of Highland Park at that time.

Shared Use/Trail Improvements

At the end of 2018, the City installed a key connection on the Trail Way path that links Sleepy Hollow Park to Danny Cunniff Park and the Centennial Ice Arena. Previously, the trail from Sleepy Hollow Park north towards Danny Cunniff Park required users to cross a parking area, but the new 0.035-mile extension now provides a safe and continuous path.

Bike Racks



The city also completed a side path along Walker Avenue from St. Johns Avenue to Oak Street, connecting residential areas with the footpath along the lakeshore in Fort Sheridan. Highland Park currently has 9.5 miles of off-street shared use paths, include 7 miles of paved and 2.5 miles unpaved.

Planned Improvements

The Capital Improvement Program includes several bike/ped projects based on recommendations from Bike-Walk HP 2030. For example, the Public Works Department is planning to replace the pedestrian bridge over US-41 within the next ten years and is working with the Illinois Department of Transportation (IDOT) to identify funding and plan the project. This project will significantly help improve east-west connections within Highland Park. Other projects planned include:

- Improving the side path on Clavey Road
- Constructing a sidewalk on Cloverdale Avenue
- Constructing a sidewalk on Ridge Road
- Constructing sidewalks on Sheridan Road, and improving existing segments
- Additional Pedestrian Improvements.



Community Engagement

Highland Park Bike Walk Advisory Group

The City formed the Bike Walk Advisory Group (BWAG) as part of the Bike-Walk 2030 implementation process. BWAG is affiliated with the city Transportation Advisory Group (formerly the Transportation Commission). Since the adoption of Bike-Walk 2030, BWAG has served as an advocate for bike and pedestrian policies and infrastructure implementation. All BWAG activities are designed to support a thriving, healthy, safe, and sustainable community in Highland Park and the group continues to meet and provide input and support for non-motorized transportation.

Events

Events provide fun and safe opportunities for residents to enjoy riding a bike in the City and learn about bike safety. Since the adoption of Bike-Walk 2030, the City has hosted numerous bike/walk events to encourage residents to use non-motorized forms of transportation, including an annual Fourth of July Children's Bike Parade, a Bike Fair in 2018, and a Walk and Bike to School Day in 2017.

MoveHP Public Outreach

In order to gather public input on current bike/walk use and the plan, the Planning Division hosted a public workshop, an online survey, and formed a Steering Committee.

The MoveHP outreach process also includes multiple opportunities for public input through various presentations to City Council during regular updates and throughout the approval process.

Public Workshop

On the evening of April 9, 2019, nearly two dozen residents attended an open house workshop for MoveHP, the City's update to BikeWalk 2030. Participants provided input through a group mapping exercise, individual worksheets, and talking with staff about their concerns and aspirations for pedestrian and bicycle infrastructure in Highland Park.

The public workshop revealed that residents desire improved east-west connections in Highland Park, especially on Clavey Road, Deerfield Road, and over US-41/Skokie Highway. Attendees felt scared crossing difficult intersections such as Half Day Road and Skokie Highways. The negative perception, danger and difficulty of crossing these roadways may deter Highland Park residents from more pedestrian and cycling

trips. Attendees also noted a desire for improvements in the Ravinia neighborhood along Roger Williams Avenue, and from Roger Williams Avenue to Rosewood Beach. Other common themes included improving the access to and from off-street paths (such as the Robert McClory Trail and Skokie Valley Bike Path), as well as improved connections to train stations.

Online Survey

City staff hosted an online survey on Google Forms from mid-March to May 1st, 2019. The survey was advertised on the city's website and on promotional materials around the city. 19 respondents participated in the survey. The questions focused on the respondents' reasons and frequency for walking and cycling, major reasons that prevent them from doing so more often, and areas of Highland Park they would want to see pedestrian or cycling infrastructure improvements.

The online survey focused on reasons for and barriers to biking and walking in Highland Park. The most common reason for residents to walk was exercise, followed by errands and shopping. The most common reason for cycling was also exercise. These findings suggest both cycling and walking are highly recreational in Highland Park, but residents do walk or cycle for errands. Several respondents listed the "No sidewalks/bike lanes" as a major reason they do not walk or cycle more frequently. The most prioritized project by residents was to have safer crossings over US-41.

Steering Committee

The Steering Committee agreed with many of the major findings in the Existing Conditions Report. Significant improvements recommended by the Committee included: install a bike corral in downtown; install a bike lane on Green Bay Road; improve the intersection at Vine and Green Bay Road for pedestrians and cyclists.



4 Proposed Bike/Ped Network

The MoveHP planning process utilized public input, staff analysis, and research on best practices to create a set of recommendations to improve Highland Park's bike-ability and walkability. Key infrastructure improvements include: filling in sidewalk gaps, improving hard-to-navigate intersections, and enhancing east-west connections within Highland Park's bike & pedestrian network. These are general themes that guide MoveHP's proposed improvements which multiple objectives and recommendations serve to accomplish.

Key Infrastructure Improvements

Sidewalk Infill

The U.S. Department of Transportation notes that "a well-connected transportation network reduces the distances traveled to reach destinations, increases the options for routes of travel, and can facilitate walking and bicycling."¹ Several gaps in the pedestrian network remain, ranging from half a block to half a mile. Noteworthy gaps include:

- Ridge Road between Berkeley Road and Midland Avenue
- Lake Cook Road between Ridge Road and Red Oak Lane
- Sheridan Road between Dean Avenue and Roger Williams Avenue

Filling in these gaps opens new routes for pedestrians, especially those who may not be comfortable walking in the roadway such as the disabled, elderly, children and expectant mothers. Priority infill areas should include connections to schools and parks. In addition to sidewalks, sidepaths, which are wider than sidewalks and mix bicycle and pedestrian traffic, are another viable option to increase pedestrian connectivity.

Improved Intersections and Crossings

The Federal Highway Administration remarks that "more than one in five pedestrian deaths is the result of a collision with a vehicle at an intersection"² Furthermore, the same report notes that "the older population is overrepresented relative to intersection fatalities by a factor of more than 2 to 1." Pedestrian and cyclist-friendly intersections are crucial to a viable bike-walk street network and the success of MoveHP.

¹ <https://www.transportation.gov/mission/health/promoting-connectivity>

² https://safety.fhwa.dot.gov/intersection/other_topics/fhwasa10005/docs/brief_9.pdf



Currently, several intersections in Highland Park are challenging for pedestrians to cross and present opportunities to improve overall safety. These include, amongst others:

- US-41 and Half Day Road
- US-41 and Park Avenue
- Deerfield Road and Soutland Avenue
- Green Bay Road, Vine Avenue, and First Avenue
- Central Avenue and McGovern Street
- Clavey Road and Hillside Drive / Hastings Avenue

The Public Works Department and Planning Division will require innovative solutions to these intersections. While some intersections may require total redesign and reconstruction, some solutions are relatively easy and cost-effective to implement.

‘One such solution are bike boxes, which is a “designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.”³ Bike boxes increases the visibility of cyclists, allows them to turn before motorized vehicles, and prevents vehicles from blocking the sidewalk. Bike boxes may be useful at an intersection such as Green Bay Road, Vine Avenue, and First Avenue, which would allow students going to and from Highland Park High School to safely cross the intersection on their bicycles.

A cost-effective solution for pedestrian connectivity are pedestrian safety islands. These are protected

areas in the median strip of a 3-4 lane roads that give pedestrians a space to rest and wait for a break in traffic. They function to reduce the time pedestrians spend in traffic lanes at an intersection. NACTO recommends that pedestrian islands are 8-10 feet wide, with a minimum of 6 feet. They may be used to beautify the streetscape using plantings or street trees; however, these need to be maintained to ensure visibility. A pedestrian safety island is recommended for a non-signalized pedestrian crossing at Central Avenue and McGovern Street.

East-West Connections

Comments from the public workshop, online survey and steering committee all stressed the importance of improved east-west connections within Highland Park. The city currently has two long-distance bike trails running north-south, but no effective bike or pedestrian connection between them. A major hindrance is US-41, which has large, unsafe, and uncomfortable at-grade crossings at Half Day Road and Park Avenue; the overpass crossings at Clavey Road and Lake Cook Road are both hampered by the on- and off-ramps to the highway, while the pedestrian bridge at Deerfield Road is out of service. Furthermore, sections of these major east-west thoroughfares in Highland Park lack pedestrian infrastructure; while shared-lane markings (sharrows) were installed in 2017, the 35 MPH speed limit of these roads exceeds some industry recommendations. Improved east-west connections are important at both a local and regional scale and are a major priority for MoveHP.

³ <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/>

Proposed Pedestrian Infrastructure



DRAFT

Proposed Bicycle Infrastructure



5 Goals & Objectives

MoveHP looks forward over the next 5 years and envisions a robust, non-motorized transportation network. The Plan's goals and objectives outline how the City can achieve its desired outcomes, and form the framework for future projects and actions.

Goals – are the end situation toward which planning efforts should be directed. They are broad and long-range, and set a bar for which progress can be evaluated over time.

Objectives – are more specific actions that should be undertaken by the City to advance goals. They provide more specific and measurable steps for planning action.

Goal 1: Policies

Develop and adopt policies, plans and guidelines to assure that cycling and walking are a safe and integral part of City life.

Objective 1: Adopt the Complete Streets Policy from the Bike-Walk HP 2030 Plan as a distinct, separate resolution and policy document.

Bike-Walk HP 2030 included a proposal for a Complete Streets Policy. While the plan itself was adopted, the Complete Streets Policy was not adopted as a distinct policy. The City should assess the Complete Street Policy proposed in Bike-Walk HP 2030, make any revisions as necessary, and actively consider adopting it as an official policy by resolution. (See Appendix)



Bike Parking Guide

Bike rack design should allow both the bicycle frame and the wheels to be locked with the bicycle in an upright position using a standard U-lock. The APBP provides guides for preferred bike racks types, sizes, and locations.

Preferred Designs



A-Rack proposed in the Downtown Streetscape Conceptual Design Plan



Modified U-Rack proposed in the Ravinia Business District Streetscape & Lighting Plan

Designs to be avoided



Wave



Grid



Wheel well

Objective 2: Amend the Highland Park Municipal Code to promote and enhance biking and walking and align with best practices.

The City's Municipal Code, including the Zoning Code, provide policies that can shape the walkability and bikeability of the community. To increase accessibility and promote both walking and biking, there are several areas of the code that should be amended.

Objective 2.1: Amend the Zoning Code to require bike parking as part of new commercial and multi-family developments

The City Code does not include required bicycle parking as part of new developments, which does not align with best practices and regional trends. Cities and Chicago-area suburbs with a bicycle parking ordinance generally require design and location standards for required bicycle parking. Bicycle parking is typically required for multi-family residential, commercial, institutional, and educational land uses, while also making a distinction between short- and long-term bicycle parking with different design and location standards applying to each. Similar to required on-site vehicle parking spaces the City should amend the code to require bike parking as part of new commercial and multi-family developments. These regulations should also include specifications bike racks types, sizes, and location, using the Association of Pedestrian and Bicycle Professionals [APBP] Guidelines.

Objective 2.2: Amend the Zoning Code to simplify the requirements to receive parking reductions by providing bicycle parking.

As an incentive to decrease vehicle parking and encourage additional bicycle parking, the City of Highland Park offers an automobile parking reduction at a ratio of ten (10) long-term bicycle parking spots for one (1) automobile spot (City of Highland Park Zoning Code Section 150.804(C)(4)(f)). However, this reduction is only offered after meeting rigorous requirements, perhaps yielding an incentive that is not as effective as other alternatives. The City could amend Article 8 of the zoning code to simplify the requirements to receive parking reductions by providing on-site bicycle parking.

Objective 2.3: Amend the Zoning Code to require internal parking lot pedestrian paths.

Internal walkways, usually separated from vehicular parking and traffic by landscaping, promote pedestrian safety and reduce the risk of injury. They are also important links between the sidewalk network and storefronts, which otherwise are difficult to find or dangerous to access in large parking lots. Internal walkways make parking lots safer and more pleasant for pedestrians and drivers alike. The City should amend the Zoning Code to require internal walkways in new parking lots, regardless of size. Requirements should also consider the use of landscaping and placement of walkways to ensure they provide the most direct routes for pedestrians to store entrances.

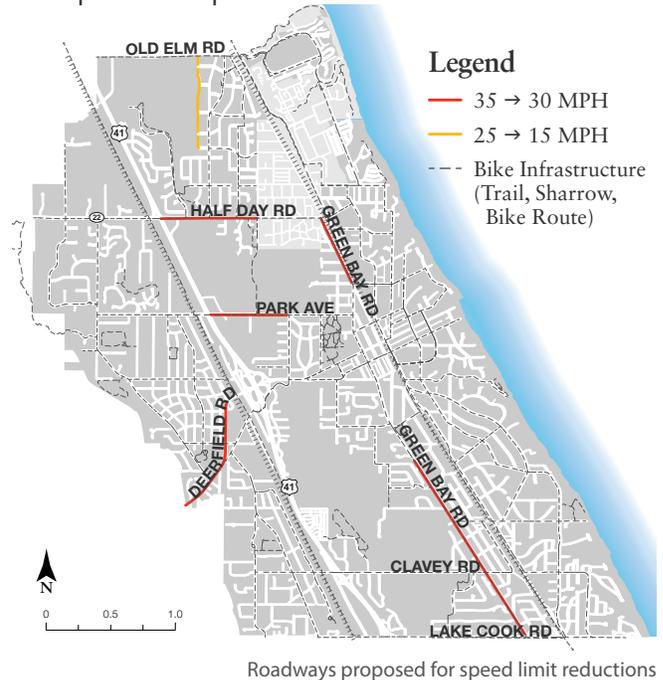
Objective 2.4: Amend the Zoning Code to require new commercial, multi-family, and planned developments to provide connections to adjacent existing and/or planned trails.

The City is home to several miles of established trails and MoveHP envisions several more miles of trails. As new developments are constructed, they should provide connections to both existing and planned trails where possible, increasing overall network connectivity and access. To do so, the City should amend the Zoning Code to require new commercial, multi-family developments, and Planned Developments provide connections to adjacent existing and/or planned trails.

Objective 2.5: Amend the Municipal Code to align with Illinois State statutes.

The State of Illinois passed several bills in the past six years that seek to better regulate roadways and improve safety for non-motorized transportation. These laws should align with local regulations as noted in Chapter 75 of the Municipal Code. For example, the City requires a front head light as well as rear reflector on all bikes; however, Illinois HB1784 (2017) permits use of a rear light in addition to or instead of a reflector. The City should align its municipal code with the current Illinois statutes.

Proposed Speed Limit Reductions



Objective 3: Reduce automobile traffic speed limits on specific roadways to increase safety.

As vehicle speeds increase, so do the risk for severe injury to pedestrians and cyclists if struck. In Highland Park, the default roadway speed is 25 MPH, but some roads that currently have bicycle infrastructure (sharrows) have speeds of up to 35 MPH. These roads include Lake Cook Road, Clavey Road, Deerfield Road, Half Day Road, and sections of Green Bay Road. At a speed of 35 MPH, the average risk of severe injury for a pedestrian struck by a vehicle jumps to 31%. Specifically, the City should evaluate and consider reducing speeds on the following roadways:

- Half Day Road from 35 MPH to 30 MPH, between US 41 and Western Ave.
- Park Avenue from 35 MPH to 30 MPH, between Beverly Place and US 41.
- Green Bay Road from 35 MPH to 30 MPH, between Bloom Street and Vine Ave, and between Glencoe Ave and County Line Road.
- Deerfield Road from 35 MPH to 30 MPH, between Midland Ave and the west city limits.
- University Avenue from 25 MPH to 15 MPH.



Objective 4: Review the City's Local Streets Sidewalk Installation Policy and consider revising the policy to increase the number of sidewalks that can be constructed in residential neighborhoods.

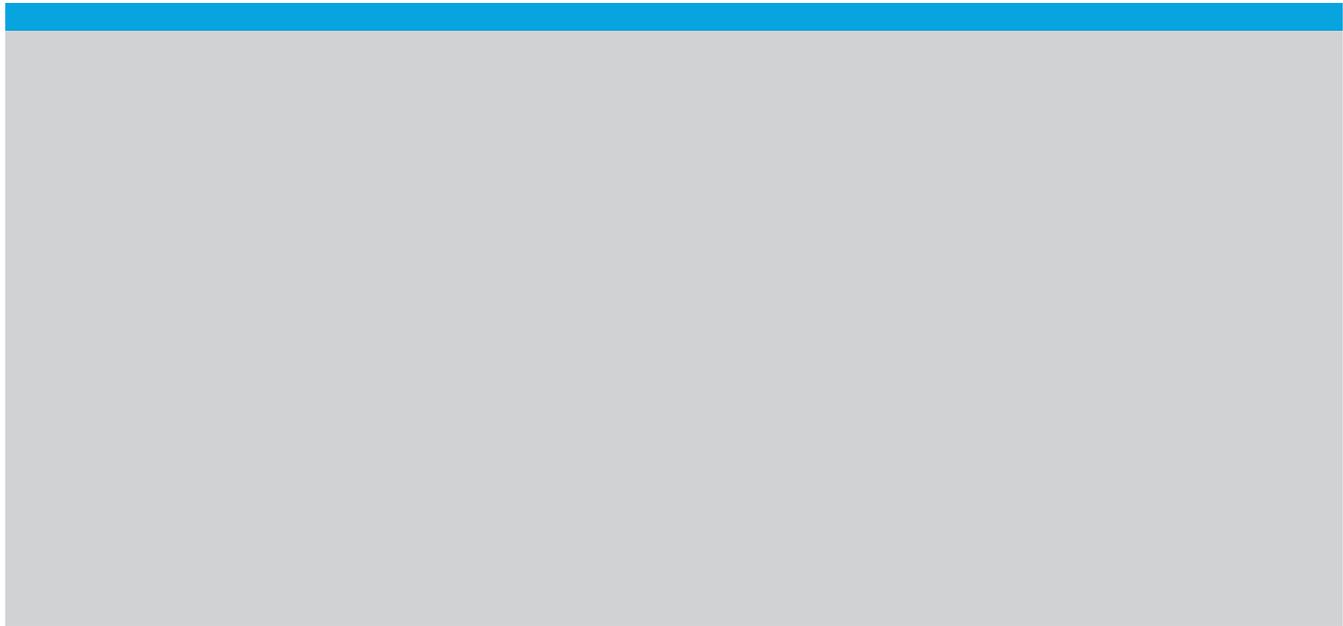
When new sidewalks are proposed, the Public Works Department follows the Local Streets Sidewalk Installation Policy. This policy, effective since July 2016 (Resolution No. R109-2016), outlines the requirements for the installation of new sidewalks on local, neighborhood streets. This policy has been effective in bringing new sidewalks to neighborhoods within the City. Nevertheless, it requires that 75% of property owners on the same side of the street support new sidewalk installation. A standard that has precluded the inclusion of sidewalks in several areas of the City. Further, compared to other Chicago-area municipalities, Highland Park's policy creates a higher threshold for sidewalk installation. The City could review Local Streets Sidewalk Installation Policy and consider revisions to increase the number of sidewalks by reducing the threshold of abutter support, with a focus on easing restrictions for sidewalk installation near parks and schools. Any revised policy in this area should consider the impact on trees and right-of-ways.

Goal 2: Partnerships

Partner with government, non-profits, and local organizations agencies to incorporate bicycle and pedestrian policies in projects and facilities in the community.

Objective 1: Continue to work with the Park District of Highland Park to improve pedestrian and bike connections to local parks and recreational facilities.

The Park District of Highland Park has been engaged with the 10-Minute Walk campaign of the National Recreation and Parks Association, and is seeks to expand biking and walking opportunities to its facilities. Public outreach revealed that many residents walk and bike for recreation, rather than commuting. Highland Park should work with the Park District to safely and efficiently connect residents with local parks with walking and biking paths.



Lake Cook/County Line Road is comprised of multiple jurisdictions

Objective 2: Work with the Village of Northbrook to extend the Lake Cook Road trail to the Skokie Valley Trail & other neighboring municipalities.

Currently, there is a 1-mile gap on the Skokie Valley Trail from Lake Cook Road to Dundee Road within the Village of Northbrook in making these connections. Working with and supporting the Village of Northbrook in completing these missing connections will improve both the regional and local non-motorized transportation network, and connectivity with attractions such as the Chicago Botanic Gardens, Northbrook Court, and the greater North Shore area.

Objective 3: Work with the Village of Northbrook, the Illinois Department of Transportation, Cook County, and Lake County to improve bicycle and pedestrian access along and across Lake Cook Road.

There are no designated, safe, and effective pedestrian crossings at the intersection of Lake Cook Road and Skokie Valley Road, or at US-41's access ramps onto Lake Cook Road. Analysis of police crash data showed that these areas were hotspots for crashes involving pedestrians and cyclists. In addition, safe connections are needed to connect Highland Park to Northbrook Courts, a significant local and regional destination. Because these intersections are multi-jurisdictional,

Highland Park should work with the Village of Northbrook, IDOT, Cook County, and Lake County to make them safer and convenient for pedestrians and cyclists.

Objective 4: Work with the Illinois Department of Transportation to provide safe and efficient non-motorized access across US 41.

One of MoveHP's key infrastructure improvements is to improve east-west connections within Highland Park; crossing US-41 and its on- and off-ramps at Lake Cook Road, Clavey Road, Deerfield Road, Park Avenue, Half Day Road, and Old Elm Road are neither safe, convenient, or comfortable for pedestrians and cyclists. Due to IDOT's authority over US-41 and the complex nature of these intersections, cooperation and planning between both parties is necessary to improve the non-motorized access across these intersections.

Objective 5: Continue to utilize BWAG and TAG as valuable stakeholder groups for feedback on non-motorized transportation infrastructure improvements.

The Bike-Walk Advisory Group (BWAG) was formed in the Bike-Walk HP 2030 planning process to provide the City input and guidance for biking and walking, while the Transportation Advisory Group (TAG), formerly the Transportation Commission, provides input regarding general transportation, traffic, and parking

issues. Continued dialogue with BWAG and TAG will generate new feedback as challenges arise. In addition, BWAG and TAG serve as valuable advocates, advisors and volunteers to further the implementation of MoveHP. The BWAG is now an independent group of volunteers committed to citywide bike and ped improvements. They have successfully led many of Highland Park's recent programming and events.

Objective 6: Work with adjacent municipalities and regional transit agencies to promote and implement improved local and regional transit mobility and connections.

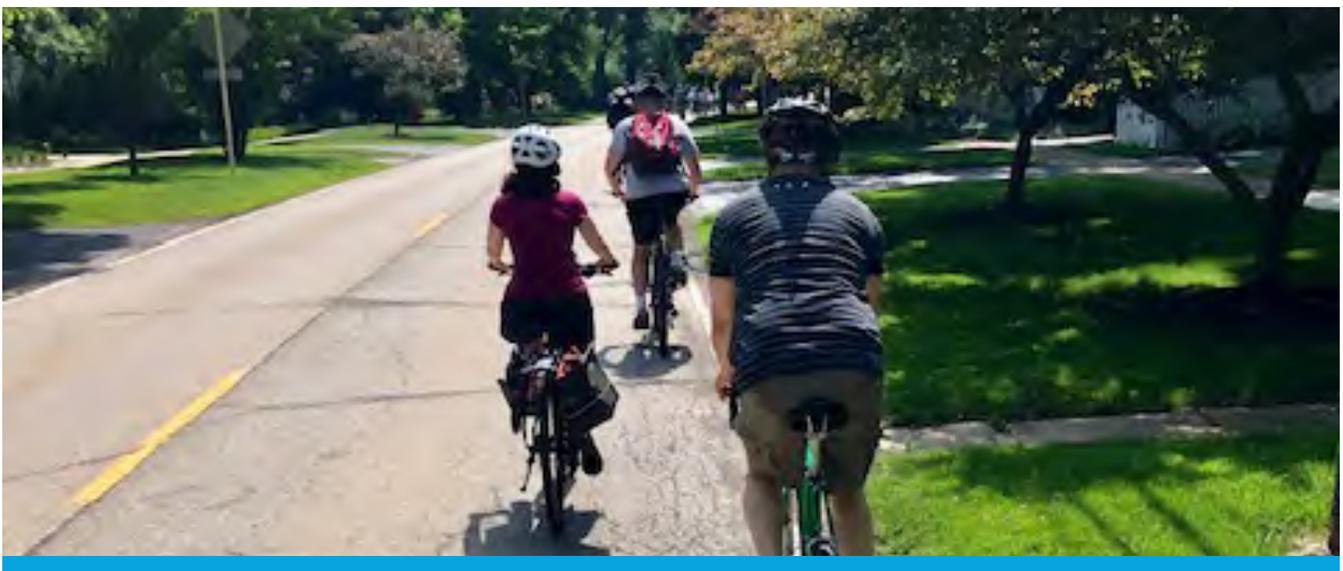
Metra and Pace sustainably and cost-effectively move people around Highland Park and the region, and transit is complementary to walking and biking. Promoting improved pedestrian and cycling connections to and from stations can promote ridership and reduce traffic within the community. Coordinating with Metra, Pace, and adjacent municipalities can improve these local and regional connections as Highland Park further develops its non-motorized network.

Improvements and opportunities for joint projects may include:

- Providing secure and improved protected bicycle storage at Metra Rail Stations.
- Providing hard-surface and protected bus shelters along Highland Park bus routes.
- Seeking opportunities to expand the service areas and hours of operation of the Senior Connector for persons 50 years or older and exploring options to develop it as a Highland Park Connector that could be used by persons of any age.

Objective 7: Engage stakeholder groups such as the local school districts and places of worship to find opportunities to improve non-motorized transportation connections.

North Shore School District 112 and Township High School District 113 provide opportunities for partnership and collaboration to increase non-motorized transportation safety. In previous years, BWAG has worked with District 112 to coordinate Bike to School Day. Local places of worship serve as additional stakeholder groups that should be engaged to improve biking and walking infrastructure. The City should reach out to these organizations to better understand needs and evaluate opportunities for collaboration.



Goal 3: Infrastructure

Develop and maintain a continuous, interconnected cycling and pedestrian system that accommodates short- and long-distance trips and provides connections and access to major community destinations.

Objective 1: Establish pedestrian priority routes to ensure all parks and schools have pedestrian infrastructure connections within a 10-minute walk/0.5 miles.

In 2018, the Mayor of Highland Park pledged the City's support of the 10-Minute Walk Campaign. The NRPA, Trust for Public Land, and the Urban Land Institute are spearheading the nationwide campaign that aims for every person across the country to have access to a quality park. While the City's parks and schools are generally accessible by non-motorized transportation modes, access within a 10-minute or half-mile walk may be impeded by barriers such as railroad tracks, roadways, and availability of sidewalks and trails. The City should conduct an in-depth analysis to understand and identify sidewalk gaps and pedestrian barriers within a 10-minute walk of schools and parks. As these gaps are identified, they should be prioritized for infrastructure improvement.

Objective 2: Continue to clear sidewalks and paved multi-use trails as part of the City snow plowing program.

Clear sidewalks during and after snow events is a key element that contributes to year-round walkability of Highland Park. The City maintains approximately 120 miles of public sidewalk. For every snow event, City plows high pedestrian select sidewalk areas such as in and around train stations and schools, the Central and Ravinia Business Districts, parking garage entrances, and public facilities.

Upon accumulation of 4" or more of snow, City's authorized contractor(s) plow all public sidewalks, ap-

Bicycle Infrastructure



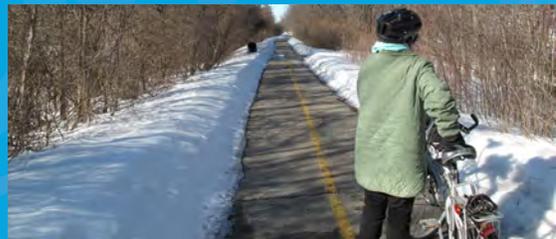
Sharrow/Shared Use Marking

Roadway markings used to indicate where the traffic lane is shared by bicycles and motor vehicles. Shared roadways are defined by wider pavement widths and lower traffic volumes and speeds.



Conventional Bicycle Lane

A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.



Trail/Shared Use Path

A continuous corridor for non-motorized transportation modes free of motorists and obstacles.



Sidepath/Trail

proximately 120 miles. The sidewalk plowing typically starts 12 to 24 hours after the start of the snowfall and could take up to 24 to 48 hours or more to complete the entire plowing operation of public sidewalks. For snow totals less than 4", public sidewalks not plowed by City are, instead, the responsibility of the abutting property or business owners. Nevertheless, even a 1" accumulation of snow can be treacherous for pedestrians. The City should engage with local businesses and residents to create a snow-plowing awareness program, to encourage property owners to clear their sidewalks after snow events. In addition the City should review its snow plowing policies and consider enforcement actions for residents and businesses that do not shovel their sidewalks.

Objective 3: Create safe, off-street east-west bicycle routes through the City.

The City has trails two trails that allow for safe and efficient for non-motorized transportation modes: the Robert McClory Bike Path and Skokie Valley Trail. While these trails provide excellent north-west connectivity, the City lacks comparable east-west connections. Existing east-west bike routes are all on-street. The improvements on Clavey Road, which include a sidepath, will aid in east-west travel, but this route serves the southern end of the City and does not connect the Robert McClory Bike Path to the Skokie Valley Trail. Additional east-west sidepaths and trails are proposed for Half Day Road and Park Avenue.



Proposed sidepath on Park Avenue West



Proposed trail/sidepath on Half Day Road

Objective 4: Implement bicycle and pedestrian infrastructure improvements throughout the City as part of the Capital Improvement Program and Community Development, through development and related public benefits.

The Department of Public Works routinely updates the City's Capital Improvement Program (CIP). Since the adoption of Bike-Walk HP 2030, the CIP has included several recommendations that have since been implemented. The City should continue to consult MoveHP and integrate bike/ped infrastructure projects into the Capital Improvement Program.

In addition to implementing projects through capital improvements, the City can work with property owners/developers to provide bike/ped infrastructure improvements through the planned development process. For development projects required to provide a public benefit through the City's zoning process, the City will use the proposed amenities presented in this MoveHP plan as a guide for appropriate public benefits. The City will also include reference to this MoveHP Plan on its Public Benefit list - a document used by the City as a guide for the development community. Infrastructure improvement recommendations are listed in Tables 1, 2 and 3 below.



Proposed midblock crossing on Central Avenue at McGovern Street

Pedestrian Infrastructure



High-Visibility Crosswalk

Crosswalks improved by using contrasting textures and materials to increase visibility to motorists. Other designs include ladder, zebra, and continental crosswalk pavement markings.



Pedestrian Refuge Island

A Pedestrian Safety/Refuge Island is located in the median or halfway across a street to give pedestrians a place to rest and wait for traffic to calm. They are best utilized in large intersections and roadways with three or more lanes of traffic.



HAWK Signal

An example of this type of traffic signal design.



Curb Extension/Bump Out

A traffic calming device used to extend the sidewalk, reduce crossing distance for pedestrians, and make motorists more aware of pedestrians.

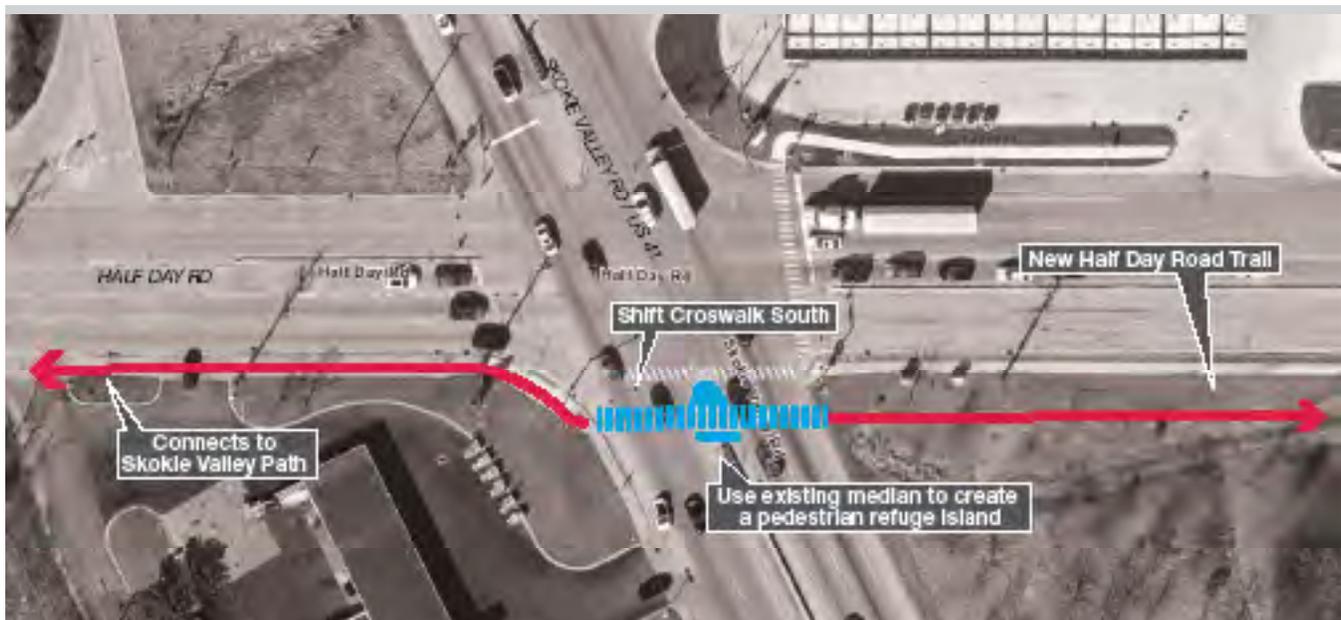
Table 1. Bike/Trail Infrastructure Improvement Recommendations

#	Location	Project Description
A	Clavey Road from Green Bay Road to US 41	Construct a sidepath on the south side of Clavey. Estimated construction in 2021.
B	St. Johns Ave from Laurel Ave to Ravine Drive	St. Johns Train Station Bike Path Relocation.
C	Laurel Ave between Hickory Street and Green Bay Road	Bike lanes or shared lane markings as part of the Laurel Courts II planned development at 807-833 Laurel Avenue.
D	Park Avenue West from Highland Park Country Club to Sunset Road	Evaluate the feasibility of a sidepath on the north side of Park Ave W.
E	Trail Way from Half Day Road to North Ave	Connect Sleepy Hollow Park/Danny Cuniff Trail to the proposed trail on Half Day Road
F	County Line Road from Trumbull Woods Court to Skokie Valley Trail	Trail on south side of County Line Road/Lake Cook Road. Within Northbrook and Glencoe limits, need to coordinate and requires IDOT and Cook County DOT approval.
G	Green Bay Road (entire length of City)	On-street route including bike lanes, shared lanes and signage. Bike lanes should be considered where the road is wide enough.
H	Pedestrian Bridge @ Old Deerfield Road & Old Skokie Road	Replace existing pedestrian bridge over US 41. Signage and appropriate street markings should lead cyclists and pedestrians to/from the bridge and the Skokie Valley Trail.
I	Old Elm to Centennial Park	Trail connection. Work with the Park District to Highland Park and the Old Elm Country Club to complete the planned Skokie River Trail Connection.
J	Half Day Road from Summit Ave to Skokie Valley Trail	Shared use path on the south side of Half Day Road. Needs to be coordinated with the Lake County Forest Preserve District.
K	Skokie River Woods to Highland Park Rec Center at Park Avenue West (part of Skokie River greenway)	Shared-use path between Half Day Road and Park Avenue West in conjunction with the Park District of Highland Park. Modify to use Country Club and punch out through Compton Ave to Half Day Road.
L	Hidden Creek Aqua Park to Fink Park Trail (part of Skokie River greenway)	Hidden Creek Aqua Park along western edge of Sunset Valley Golf Course and Bob O'Link Country Club to Edgewood Ave. right-of-way and Fink Park. Requires coordination with Park District and property owners, including country clubs.
M	Old Elm from Skokie River to McClory Bike Path	Develop a sidepath on the south side of Old Elm. Work with Lake Forest, Highland, and Old Elm Country Club.
N	Beech Street	Build shared use path to lakefront Park District of Highland Park.
O	Ravinia Metra Station	Install a bike shelter in the vicinity of the Ravinia Metra Station as part of the 555 Roger Williams planned development.
P	McDaniels to Foley's Park	Trail connection to park on existing right-of-way.
Q	Downtown Highland Park	Evaluate the feasibility of installing induction loops for bikes at downtown intersections.
R	Robert McClory Bike Trail and Skokie Valley Trail	Update six (6) trail signs along the Robert McClory Bike Trail and Skokie Valley Trail.

Table 2. Pedestrian Infrastructure Improvement Recommendations*

#	Location	Project Description
A	Arbor Ave	Berkeley to Midland. PDHP Connection to Sherwood Park
B	Brook Road	Western to Hill
C	Cloverdale Avenue	Berkeley to Cloverdale Park
D	Crofton Avenue	Bob-O-Link to Saxony
E	First Street	Green Bay to Elm
F	Krenn Avenue	Hyacinth to Old Elm
G	Lake Cook Road	Ridge to western city limits. Lined right-of-way and requires Cook County DOT approval
H	Old Skokie Valley Road	Length of Old Skokie Valley Road
I	Old Trail	Western to Greenwood
J	Park Avenue West	Cavell to Skokie Valley Bike Path
K	Ridge Road	Half Day Road to Mill Trail
L	Ridge Road	Berkeley to Garland (residents opposed this twice)
M	Sheridan Road	Roger Williams to Cedar/Dean
N	Park Avenue West/ Arterial	Complete sidewalk on south side from Ridge Road to Spruce Avenue
O	Old Elm between Krenn and Sheridan	Build a sidewalk on the south side of Old Elm to connect with the Fort Sheridan. Work with Lake Forest, Highwood, UP, Metra, and Lake County Forest Preserves
P	Eastwood Ave	Berkeley Rd to Cloverdale Park
Q	Cavell Ave	Richfield Ave to Mooney Park
R	Cedar Ave	St. Johns Ave to Wade St, south side. Moroney Park connection
S	Elm Place	Sheahen Court to Sunset Woods Park. Fill in sidewalk gap to connect to Sunset Woods

* All sidewalk improvements listed here will be considered through the City's Local Sidewalk Installation Policy (R109-2016).



Proposed intersection improvements at US 41 and Half Day Road

Table 3. Crossing Improvement Recommendations

#	Location	Project Description
A	Half day Road and Illinois Route 41	Create a pedestrian/bike refuge island, bump out curbs, and leading pedestrian interval. Will require IDOT approval. Consider grade separation between motorists and cyclist/pedestrians if funding becomes available.
B	Park Avenue and Illinois Route 41	Consider grade separation between motorists and cyclist/pedestrians if funding becomes available.
C	Half Day Road at Trail Way and Off-Ramp	Add pedestrian refuge island to crosswalk. Change right-turn slip lane design
D	Half Day Road at Summit Ave	Crosswalk on east side of intersection
E	Central Avenue at McGovern Street	Install a midblock crossing
F	Green Bay Road at First Street and Vine Ave	Install a new crosswalk on south Green Bay Road leg of intersection. Work with Union Pacific Rail to expand the sidewalk on the northeast corner. Consider the addition of bike boxes on Green Bay Road
G	Park Avenue at Wolters Field	Install HAWK signal, reducing curb radii at HPCC entrance
H	Lake Cook Road at Red Oak Lane	Install crosswalk across Lake Cook Road at Red Oak Lane to Northbrook Court. Will require coordination with Cook County DOT, Northbrook, and Northbrook Court
I	Deerfield Road at Southland Ave	Pedestrian cut-through to Deerfield from Southland Ave, new crosswalk across Deerfield to shopping center
J	St. Johns Ave at Hazel Ave	Install HAWK signal
K	Winthrop Rd and Devonshire Ct.	Stripe crosswalk. Devonshire Park connection
L	McDaniels and Bob-o-Link	Stripe crosswalk. Foley Pond Park connection
M	Clavey Rd at Hastings	Pedestrian refuge island in crosswalk. Kennedy Park connection
N	Ridge Rd at West Gate Ter	Stripe crosswalk. Mooney Park connection
O	Sheridan at Moraine Rd	Stripe crosswalk. Moraine Park connection
P	Arbor Ave at Northland Ave	New crosswalk (should be included as part of Arbor Ave sidewalk installation). Sherwood Park connection
Q	Arbor Ave at Berkeley	New crosswalk (should be included as part of Arbor Ave sidewalk installation). Sherwood Park connection
R	Arbor Ave at Southland	Stripe crosswalk. Sherwood Park connection

* All sidewalk improvements listed here will be considered through the City's Local Sidewalk Installation Policy (R109-2016).



Conceptual drawing of proposed improvements for the intersection of Green Bay Road, First Street, and Vine Avenue

Goal 4: Funding

Provide funding for bicycle and pedestrian-related improvements through the capital improvement program, grants, and other funding sources.

Objective 1: Identify and apply for grant funding for bicycle and pedestrian related improvement projects.

While bicycle and pedestrian infrastructure improvements cost less per mile than new automobile infrastructure,¹ funding new projects will require supplementary funds other than general fund appropriations. Grant funding is appropriated by federal and state governments or nonprofits for project development and installation. In order to plan and construct many of MoveHP's infrastructure recommendations, Highland Park should be proactive in identifying and applying for grant funding. A list of potential funding sources is included in Chapter 6 – Implementation.

Objective 2: Establish a Sponsor-a-Rack Program that allows local businesses and organizations to fund a bike rack that includes opportunities for donation recognition.

Bicycle racks are a significant component of bike infrastructure and help to attract visitors to local businesses. The League of American Bicyclists report that bicycle customers make more trips per month and spend more per month than customers who arrive by automobile.² A Sponsor-a-Rack program allows local businesses – especially those that want to cater to the cycling community in Highland Park – to support the installation of bike racks in the right-of-way. Such a program may include permanent bike racks in Downtown or the Ravinia Business District that comply with recommendations in the Downtown Streetscape Conceptual Plan and Ravinia Business District Street-



Seasonal bike corral in Downtown

scape Improvement Project Streetscape & Lighting Plan, respectively. Alternatively, businesses can sponsor a seasonal bike rack, such as the bike corral that was installed in front of 1791 St. Johns Ave in the summer of 2019.

Objective 3: Ensure adequate funding is allocated for the ongoing maintenance of new bicycle and pedestrian infrastructure.

While it is important to expand and improve the City's pedestrian and cycling network, these infrastructure improvements must be maintained. Increasing the number of sidepaths, trails, and sidewalks increases maintenance costs. As additional infrastructure improvements are made, Highland Park will need to increase funding for regular maintenance. Maintenance and upkeep funding should be included every year as part of the City's budget.

¹ http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf; <https://midwestepi.org/2017/05/03/what-are-road-construction-costs-per-lane-mile-in-your-state/>

² https://bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf

Goal 5: Four E's

Implement bicycle and pedestrian education, encouragement, enforcement, and evaluation programs.

Objective 1: Launch a public safety campaign for people of all ages and all users of the road.

Education is a tool to reduce conflict between road users. A public safety campaign educates drivers, cyclists, and pedestrians on how to negotiate difficult situations to make all users safer. Messages include the role of infrastructure such as “sharrows”, the three-foot passing law, stopping for pedestrians and cyclists in crosswalks, and right-of-way law. The City should use its communication tools that include the monthly Highlander publication and social media to regularly educate residents about road safety and use the platforms to launch a public safety campaign.

Objective 1.2: Replace “Share the Road” signs with “Bicyclists May Use Full Lane” signs.

The City of Highland Park includes sharrows and signage where there is insufficient right-of-way for a conventional bike lane. While sharrows help to respect bicyclists’ right to occupy space on the roadway, a 2015 study³ affirmed that “Share the Road” signs have no effect on driver behavior. Due to the vagueness of the sign, drivers are less likely to respect cyclists’ equal rights to the road. “Bikes May Use the Full Lane” signs were shown to effectively communicate that motorists should safely pass cyclists when there is a gap in traffic in the adjacent lane. Municipalities in nearly a dozen states have already installed these signs. The City should replace the existing “Share the Road” signs with “Bikes May Use the Full Lane” signs to improve communication and safety.



“Share the Road” signs are ineffective, while “Bikes May Use Full Lane” provide increased safety for cyclists

Objective 2: Work with Northshore School District 112 to develop School Travel Plans and Bike/Walk safety curricula for each of the schools.

Parents and guardians picking up and dropping off students increases traffic flow around Highland Park’s schools, making biking and walking challenging. School travel plans direct parents with automobiles in a pre-determined, efficient manner, and can also encourage them to walk or bike with their children to school. The City should work with D112 to outline preferred travel routes and provide assistance with mapping safe walking and biking routes.

In conjunction with developing School Travel Plans, the City should work with D112 to development curricula about biking and walking safety. This comes after the passage of Illinois HB4799: Biking and Walking Education in Schools (2018), which provides that every public school with grades between kindergarten and grade 8 shall instruct, study, and discuss “effective methods” to prevent and avoid traffic injuries while walking and bicycling.

Objective 3: Host annual and special events aimed at increasing the number of families and individuals who bike and walk in Highland Park.

Not all Highland Park residents view cycling as a convenient, safe, or fun way of getting around the community. Community events encourage residents to consider biking and walking on more regular basis, and to use these forms of transportation for more than just recreation. These events provide valuable information on and exposure to cycling and pedes-

³ Hess G, Peterson MN (2015) “Bicycles May Use Full Lane” Signage Communicates U.S. Roadway Rules and Increases Perception of Safety.



trian safety, the health benefits of exercise through engaging activities. The City should continue to host and support events such as Bike to School Day, the 4th of July Bike/Walk Fair and Kid's Bike Parade, and local bike tours. Additional events may include Bike to Work Week, a Bicycle Festival, and Open Streets. The City should work with local schools, businesses and BWAG to support, plan, and launch these events.

Objective 4: Continue semi-annual bicycle and pedestrian counts to evaluate bicycle and pedestrian use in Highland Park.

Commuting data from the US Census Bureau does not take into account the number of recreational, occasional, and casual cyclists and pedestrians in Highland Park. Accurate data aids the City in identifying key travel corridors and estimating the number of biking and walking trips made annually. Semi-annual bicycle and pedestrian counts are necessary to ensure accurate data and informed decision-making.

In May and September of 2013 and 2014, the City of Highland Park, in conjunction with the Bike Walk Advisory Group, performed bike and pedestrian counts to better understand the utilization of local roads and trails by alternative transportation modes. No counts were performed between 2015-2017, but the efforts were restarted in the fall of 2018.

The Bike/Pedestrian Count generally follows guide-

lines set by the National Bicycle and Pedestrian Documentation Project, which recommends performing two counts per year. It recommends counting in May and mid-September as they represent "peak period[s] for walking and bicycling, both work- and school-related." The City should continue to perform semi-annual bike/ped counts to assess non-motorized transportation trends in the community.

Objective 5: Create and distribute an annual update that tracks the implementation progress of MoveHP.

Historically, as progress has been made to improve biking and walking infrastructure through the City, efforts to track and celebrate these improvements have been piecemeal. An annual update on biking and walking accomplishments provides valuable information to city staff, elected and appointed officials, and the public. In addition, producing succinct annual updates will make it easier for city staff to evaluate non-motorized transportation in Highland Park for subsequent update to MoveHP. The City should create an annual update to both celebrate achievements and track the implementation of MoveHP.



A volunteer counts cyclists during the bi-annual Bike/Ped Count

Objective 6: Pursue recognition as a bicycle- and pedestrian friendly community.

Regular ranking and recognition by bike and walk advocacy groups provides a benchmark to measure policy and infrastructure efficacy.

Objective 6.1: Continue to pursue certification as a Bicycle and Pedestrian Friendly Community through the League of American Bicyclists.

The League of American Bicyclists is one of the oldest bicycle advocacy organizations in the United States, and their mission is “to create a Bicycle Friendly America for everyone.” Highland Park became certified as a bronze-level Bicycle Friendly Community in 2018, and the status is valid for four years. Continuing to pursue Bicycle Friendly Community designations demonstrates the City’s accomplishments within the community, regionally, and nationally. As such, the City should reapply to the American League of Bicyclists to maintain and/or elevate its status as a Bicycle Friendly Community in 2022.

Objective 6.2: Pursue designation as a Walk Friendly Community.

Walk Friendly Communities is a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program recognizes communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort. The City should apply to be designated as a Walk Friendly Community.

6 Implementation

The success of MoveHP will rely upon its implementation over the next 5-10 years. While the City will take the lead to adopt policies and make infrastructure improvements, it will require assistance from community partners and advisory groups, to ensure consistent progress. This chapter focuses on key strategies that can be implemented to turn MoveHP into action.

Implementation Strategies

Use MoveHP Regularly

Using MoveHP regularly will ensure that policy choices and infrastructure improvements are coherent and consistent. A goal of Bike-Walk HP 2030, MoveHP's predecessor plan, was to integrate non-motorized transit into decision-making and general works. Considering and building possible improvements in pedestrian and cycling infrastructure in every project ensures consistent incremental improvement and policy changes. The plan should not sit on a shelf, but rather should be regularly consulted for proposed developments and infrastructure improvements.

Use MoveHP as a Guidebook for BWAG and TAG

The Bike Walk Advisory Group (BWAG) and Transportation Advisory Group (TAG) should utilize MoveHP to inform recommendations and infrastructure improvements discussions. The Existing Conditions section of MoveHP, and the full Existing Conditions Report, contain data and graphics that should be used to provide background data and the Plan should be used to guide the Advisory Groups' decision-making and recommendations to City Council.

Regularly Review the CIP

The Public Works and Community Development Departments should utilize MoveHP to prioritize infrastructure improvement projects and policy changes. The Plan should be used as a tool to ensure that as roadway work is done, it integrates recommended improvements listed within the Plan. In addition, as policies in the plan are adopted, the Department of Community Development should coordinate closely with the Public Works Department on new policy implementation.



Identify and Apply for Funding

Many of the recommendations within MoveHP are infrastructure improvements that require significant funding. While the City budgets for some infrastructure improvements, increased implementation of projects requires outside resources. City staff should regularly search for, review, and apply for funding. City applicants can cite MoveHP as the City's official policy when applying for funding for transportation projects involving pedestrian or cycling infrastructure. A list of potential funding sources is included below.

Update MoveHP Regularly

The City of Highland Park is a dynamic municipality with evolving needs. MoveHP should reflect these changes through regular updates to this Plan. The City should maintain an ongoing list of potential projects and amendments to the Plan. The Plan should be reviewed and potentially updated every 5-6 years.

Implementation Matrix

The Implementation Matrix below displays each goal with its accompanying recommendations; each recommendation includes the relevant Department or Partner Organization responsible for implementation, and a scoring of its priority and cost. The matrix organizes the recommendations in a condensed, readable format.

Priority Scoring

Priority scoring is assigned for how important a project is to the overall plan and based on input from the public outreach process. The frequency with which a recommendation appeared in the on-line survey and workshop, the detailed input of the Steering Committee, and the professional opinion of city staff were all weighed when assessing priority.

Priority Scoring

Level	Description
+	Low priority, these recommendations may not have been highlighted by the Steering Committee or infrequently mentioned in public outreach.
++	Medium priority, these recommendations had moderate support from the Steering Committee or were frequently mentioned in public outreach. While not necessary, these recommendations would enhance safety or connectivity.
+++	High priority, these recommendations had strong support from the Steering Committee, near consensus from public outreach, or analysis deemed necessary for improved safety or connectivity.

Cost Scoring

Cost scoring is assigned based on the relative difficulty of accomplishing each recommendation. The professional opinion of city staff and comparison with similar projects in similar communities informed the score.

Cost Scoring

Level	Description
\$	Low cost solutions, these recommendations are primarily internal and administrative. Mostly internal policies and City Council resolutions.
\$\$	Requires additional resources outside of city staff capacity. May require consultant services or contract work. Small to medium grants may be necessary for planning or construction.
\$\$\$	Major investment that requires additional resources outside of city staff capacity. Will require medium to large grants and coordination with other agencies such as IDOT to accomplish.

Goal 1: Develop and adopt policies, plans and guidelines to assure that cycling and walking are a safe and integral part of City life.

Objective	Department / Partner Organization	Priority	Cost
Objective 1: Adopt the Complete Streets Policy from the Bike-Walk HP 2030 Plan as a distinct, separate resolution and policy document.	Community Development, Public Works	+++	\$
Objective 2: Amend the Highland Park Municipal Code to promote and enhance biking and walking and align with best practices.	Community Development	+++	\$
Objective 2.1: Amend the Zoning Code to require bike parking as part of new commercial and multi-family developments.	Community Development	+++	\$
Objective 2.2: Amend the Zoning Code to simplify the requirements to receive parking reductions by providing bicycle parking.	Community Development	++	\$
Objective 2.3: Amend the Zoning Code to require internal parking lot pedestrian paths.	Community Development	++	\$
Objective 2.4: Amend the Zoning Code to require new commercial, multi-family, and planned developments to provide connections to adjacent existing and/or planned trails.	Community Development	+++	\$
Objective 2.5: Amend the Municipal Code to align with Illinois State statutes.	Community Development	+	\$
Objective 3: Reduce automobile traffic speed limits on specific roadways to increase safety.	Community Development, Public Works, Police	++	\$
Objective 4: Review the City’s Local Streets Sidewalk Installation Policy and consider revising the policy to increase the number of sidewalks that can be constructed in residential neighborhoods.	Community Development, Public Works	++	\$

Goal 2: Partner with government, non-profit, and local organizations agencies to incorporate bicycle and pedestrian policies in projects and facilities in the community.

Objective	Department / Partner Organization	Priority	Cost
Objective 1: Continue to work with the Park District of Highland Park to improve pedestrian and bike connections to local parks and recreational facilities.	Community Development, Park District of Highland Park	++	\$
Objective 2: Work with the Village of Northbrook to extend the Lake Cook Road trail to the Skokie Valley Trail & other neighboring municipalities.	Public Works, Village of Northbrook	+	\$\$\$
Objective 3: Work with the Village of Northbrook, the Illinois Department of Transportation, Cook County, and Lake County to improve bicycle and pedestrian access along and across Lake Cook Road.	Public Works, Northbrook, IDOT, Cook County, Lake County	++	\$\$
Objective 4: Work with the Illinois Department of Transportation to provide safe and efficient non-motorized access across US 41.	Public Works, IDOT	++	\$\$\$
Objective 5: Continue to utilize BWAG and TAG as valuable stakeholder groups for feedback on non-motorized transportation infrastructure improvements.	Community Development, Public Works	+++	\$
Objective 6: Work with adjacent municipalities and regional transit agencies to promote and implement improved local and regional transit mobility and connections.	Community Development, Public Works	+	\$\$
Objective 7: Engage stakeholder groups such as the local school districts and places of worship to find opportunities to improve non-motorized transportation connections.	Community Development	+	\$



Goal 3: Develop and maintain a continuous, interconnected cycling and pedestrian system that accommodates short- and long-distance trips and provides connections and access to major community destinations.

Objective	Department / Partner Organization	Priority	Cost
Objective 1: Establish pedestrian priority routes to ensure all parks and schools have pedestrian infrastructure connections within a 10-minute walk/0.5 miles.	Community Development, Park District of Highland Park	++	\$
Objective 2: Continue to clear sidewalks and paved multi-use trails as part of the City snow plowing program.	Community Development, Public Works	+	\$\$
Objective 3: Create safe, off-street east-west bicycle routes through the City.	Community Development, Public Works	+++	\$\$\$
Objective 4: Implement bicycle and pedestrian infrastructure improvements throughout the City as part of the Capital Improvement Program and Community Development project public benefits.	Community Development, Public Works	+++	\$\$\$

Goal 4: Provide funding for bicycle and pedestrian-related improvements through the capital improvement program, grants, and other funding sources.

Objective	Department / Partner Organization	Priority	Cost
Objective 1: Identify and apply for grant funding for bicycle and pedestrian related improvement projects.	Community Development, Public Works, Park District of Highland Park	+++	\$
Objective 2: Establish a Sponsor-a-Rack Program that allows local businesses and organizations to fund a bike rack that includes opportunities for advertisements.	Community Development, City Managers Office	++	\$
Objective 3: Ensure adequate funding is allocated for the ongoing maintenance of new bicycle and pedestrian infrastructure.	Public Works	+	\$

Goal 5: Implement bicycle and pedestrian education, encouragement, enforcement, and evaluation programs.

Objective	Department / Partner Organization	Priority	Cost
Objective 1: Launch a public safety campaign for people of all ages and all users of the road.	Community Development, City Managers Office	++	\$
Objective 1.2: Replace “Share the Road” signs with “Bicyclists May Use Full Lane” signs.	Public Works	+	\$\$
Objective 2: Work with Northshore School District 112 to develop School Travel Plans and Bike/Walk safety curricula for each of the schools	Community Development	++	\$
Objective 3: Host annual and special events aimed at increasing the number of families and individuals who bike and walk in Highland Park.	Community Development, BWAG	+++	\$\$
Objective 4: Continue semi-annual bicycle and pedestrian counts to evaluate bicycle and pedestrian use in Highland Park.	Community Development, BWAG	++	\$
Objective 5: Create and distribute an annual update that tracks the implementation progress of MoveHP.	Community Development, Public Works	++	\$
Objective 6: Pursue recognition as a bicycle- and pedestrian friendly community.	Community Development	+++	\$
Objective 6.1: Continue to pursue certification as a Bicycle and Pedestrian Friendly Community through the League of American Bicyclists.	Community Development	+++	\$
Objective 6.2: Pursue designation as a Walk Friendly Community.	Community Development, City Managers Office	+++	\$

Funding Opportunities

Funding pedestrian and bicycle infrastructure improvements can come from local, state and federal sources. Highland Park has utilized a diverse funding model for bike-walk projects; Illinois Department of Transportation (IDOT) funding was used in the 2017 Sharrows project while local Capital Improvement Plan (CIP) funds were utilized to fill sidewalk gaps in 2018.

Local Funding Sources

Capital Improvement Plan

Highland Park has appropriated \$20,000 annually since 2012 towards pedestrian and cycling improvements. This funding is included in the Capital Improvement Plan (CIP), which forecasts major

projects over 5 years. Additionally, the Department of Public Works aims to incorporate pedestrian and cycling improvements into current projects where practicable. Continued appropriations into the Capital Improvement Plan will provide a gradual opportunity for bike-walk improvements in the community.

Sales Tax for Transportation Fund (Lake County)

Lake County Division of Transportation works with other government bodies to coordinate transportation projects and complete the work efficiently with as little disruption to County residents as possible. Revenue in this fund is derived from Lake County Sales Taxes. Lake County invested \$100 million in road projects in 2018, and plans to invest \$578 million in transportation over the next six years (2019 Lake County Budget, p. 14).

Federal and State Funding Sources

Illinois Infrastructure Bill

Public Act 101-0029, commonly called the “Illinois Infrastructure Bill”, became effective July 1, 2019, and appropriated approximately \$45 billion for infrastructure improvements in the state. These appropriations included:

- \$175 million was appropriated to the Department of Commerce and Economic Opportunity (DCEO) for “grants and loans to local governments” for all aspects of transportation project design and management;
- An additional \$309 million to the DCEO for local governments “for costs associated with infrastructure improvements (Section 155 and 160);
- \$9.4 billion to the Illinois Department of Transportation (IDOT) for the “preliminary engineering, construction engineering and contract costs of construction” of transportation infrastructure, including highways, arterial highways, roads, and bikeways (Sections 40, 45, and 60);
- \$736.5 million to IDOT for disbursement to municipalities for transportation improvements related to economic development (Section 75).

All of the above appropriations can be used for bikeway improvements, which are explicitly allowed. Even more critically, these funding streams can be tapped for improvements to US-41 crossings and on/off ramps. Several comments during public outreach for MoveHP identified US-41 as a critical area for pedestrian and cycling improvements; re-designing these intersections could improve traffic flow and reduce congestion which are major aims of IDOT. Applications should stress that improvements to US-41 intersections benefit Highland Park residents as well as neighboring communities, Lake County, and the Chicago metropolitan area overall.

Surface Transportation Program (Chicago Metropolitan Agency for Planning [CMAP])

This CMAP program is subdivided into regional councils, of which Highland Park is included in the Lake County Council of Mayors. The Lake County Council of Mayors has released project selection methodology; it prioritizes projects with high roadway volume/capacity ratios, estimated vehicle emission reductions, ability to garner federal funding, and the overall road condition. Categories include: air quality, arterial management, bridges, enhancement and bikepaths, local assistance maintenance, multi-modal, safety, and traffic flow. Projects benefiting bike-walk infrastructure could fit into any of these categories; for example, projects improving traffic flow at intersections along US-41 could also improve pedestrian connections and mobility. That being said, the multi-modal, bikepath, bridge, and safety projects are most promising for implementing MoveHP.

Transportation Alternatives Program (CMAP)

This federally funded program is designed to support non-motorized transportation. The current round of funding will expire in 2020, and will require new federal appropriations to renew the program. Projects must have substantially completed Phase I Engineering prior to programming of funds, and the project should be included in at least one formally adopted plan by a local, regional, or state government. Projects are graded on how it further connects the regional trail network, the population and employment density in the surrounding area, and the quality of the current connection. The ideal project would connect two existing regional trails, be in a dense area with many residents and employers, and be currently impassable for walking and biking or have no bike/ped accommodation.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion; it is administered regionally through CMAP and IDOT. CMAQ is aimed to improve air quality in non-attainment areas for several air quality measures, which is to be achieved through the following four objectives: localized congestion relief, operational improvements, mode shift, and direct emissions reduction. Eligible projects include transit improvements, traffic flow eliminations (bottleneck eliminations, intersection improvements, signal interconnects), bicycle facility projects, direct emission reductions, and other projects.

BUILD Transportation Grants Program (US Department of Transportation)

The US Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) Grants Program succeeded the TIGER Discretionary Grants Program. BUILD funding supports road, bridges, transit, rail, port or intermodal transportation projects. The program has made \$900 million available for local, regional, and state governments. Successful projects include a \$21 million complete streets project in Mobile, Alabama and \$22 million in bridge reconstruction in Des Moines, Iowa. As most successful BUILD applicants are large-scale projects, long-range and high-cost projects with a strong regional impact; such projects could include improvements to US-41 and east-west connections in Highland Park. Improved pedestrian and cycling infrastructure should be combined with updating bridges, intersections, and major thoroughfares to make the application as competitive as possible.

Coastal Management Grant Program

The Illinois Department of Nature Resources (IDNR) provides funding to communities along Lake Michigan to enhance coastal public access, recreation, and coastal-dependent economic development. Grants range from \$1,000 to \$100,000 and require a local match.

Other Funding Sources

PeopleForBikes Community Grants Program

PeopleForBikes Community Grants funds projects supporting bicycling nationally. Since 1999, they've invested \$3.5 million nationally. The grant program is funded by partners in the bicycle industry, such as Cannondale, Giant, Shimano and Trek. In 2019, grant applications were limited to bike park and pump track projects in an effort to get more children on bikes. 2020 may have another theme that could complement MoveHP's mission, goals, and recommendations.

Safe Routes to School

The National Center for Safe Routes to School supports the ability of children to safely walk and bike to school. It is part of the University of North Carolina Highway Safety Research Center, and closely works with federal and private sector sponsors. The Illinois Department of Transportation created a program, the Illinois Safe Routes to School Program, to fund infrastructure and non-infrastructure projects to create safer and more enjoyable biking and walking routes to schools. The infrastructure grant program funds physical improvements up to \$200,000, including sidewalk pavement, trail creation, improved signaling, and more. The non-infrastructure grant program funds educational materials, events, data analysis, and other programs, up to \$50,000.

10-Minute Walk Campaign

The 10-Minute Walk Campaign is supported by the National Recreation and Park Association (NRPA). As part of the campaign, the NRPA offers grants and technical assistance to support planning to make high-quality parks accessible within a 10-minute walk of every resident. In 2019, 10 cities received over \$40,000 to work with the NRPA, The Trust for Public Land, and the Urban Land Institute to devise improved walking and biking connections to parks.



AARP Community Challenge Grant

The AARP offers a grant as part of their Livable Communities Initiative. The program aims to start long-term progress and make immediate improvements in support of residents of all ages. The grant program distributed approximately \$1.6 million total to 159 recipients nationwide. Projects must be dedicated to one of the following objectives: create vibrant public places, demonstrate the tangible value of “smart cities”, deliver a range of transportation and mobility options, and support the availability of a range of housing. Projects are graded on the overall impact to make positive changes, the capacity of the application to execute the project, and a degree of innovation in community change.

America Walks Community Change Grants

This program awards grantees \$1,500.00 in community stipends for projects related to creating healthy, active, and engaged places to live, work, and play. Funded projects will increase walking and benefits of walkability in communities, work to grow the walking movement by engaging people and organizations new to the efforts, and take steps towards creating a culture of inclusive health. Projects should be able to demonstrate how they will create healthy, active, and engaged communities that support walking as transportation, health, and recreation.