

**Committee of the Whole Meeting**  
**City Hall**  
**1707 St Johns Avenue,**  
**Highland Park, IL 60035**  
**October 20, 2025**  
**5:30 PM**  
**Agenda**

Individuals with questions or feedback about an agenda item can address the City in the following ways:

- 1. Emails with Unlimited Information.** Individuals may email the City an unlimited number of words at [cityhp@cityhpil.com](mailto:cityhp@cityhpil.com). Emails will be forwarded to the City Council if requested. All emails received will be acknowledged.
- 2. Telephone.** Individuals with no access to email may leave a message with the City Manager's Office at 847.926.1000.
- 3. Live Comments.** Individuals are able to address the Council during the City Council meeting. Questions/comments should be limited to three minutes or less.

Committee of the Whole and City Council meetings are broadcast live on the City's Facebook page and on the City's website. Meetings can be watched after the meeting from a video link on the City's website.

The City encourages individuals to sign-up for its enews for important information from the City. To sign-up for the enews, visit [www.cityhpil.com](http://www.cityhpil.com).

**I. Call to Order**

**II. Approval of Minutes**

- A. Approval of the Minutes of the Regular Meeting of the Committee of the Whole on October 6, 2025
- B. Approval of the Minutes of the Closed Session of the Regular Meeting of the Committee of the Whole Held on October 6, 2025

**III. Scheduled Business**

- A. E-bikes and E-Scooter Regulation Review
- B. Discussion of Bicycle Parking and Connectivity Policy

**IV. Other Matters**

**V. Closed Session**

**VI. Adjournment**



# Staff Report



**Meeting Date:** October 20, 2025

**Staff Contact:** Ashley Palbitska, Assistant to the City Manager/Deputy City Clerk

**Department:** City Manager's Office

**Title:** Approval of the Minutes of the Regular Meeting of the Committee of the Whole on October 6, 2025

**Recommendation:**

For the City Council's approval are the minutes of the Regular Meeting of the Committee of the Whole held on September 25, 2025.

**Attachments:**

1. MIN COTW 10-6-2025

**Minutes of a Regular Meeting of  
The Committee of the Whole of the City of Highland Park**

**MEETING DATE:** October 6, 2025  
**MEETING LOCATION:** City Hall - 1707 St Johns Avenue

**I. Call to Order**

At 5:30 PM, Mayor Rotering called the meeting to order and asked for a roll call:

**Present:** Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer, Blumberg

**Absent:** None

**Staff Present:** City Manager Neukirch, Director of Public Works Bannon, Community Development Director Fontane, Assistant City Manager Jason, Finance Director McCaulou, Fire Chief Schrage, Assistant City Manager Taub, Communications Manager Bennett, Commander Curran, Assistant to the City Manager Palbitska

**Also Present:** Deputy Corporation Counsel Passman

**II. Approval of Minutes**

A. Approval of the Minutes of the Regular Meeting of the Committee of the Whole on September 25, 2025

B. Approval of the Minutes of the Closed Session of the Regular Meeting of the Committee of the Whole Held on September 25, 2025

Councilmember Lidawer moved to approve the Minutes of the Regular Meeting of the Committee of the Whole and the Minutes of the Closed Session of the Regular Meeting of the Committee of the Whole. Councilmember Center seconded the motion. Upon a voice vote, the Mayor declared the motion passed unanimously.

<b>MOVER:</b>	Councilmember Lidawer
<b>SECONDER:</b>	Councilmember Center
<b>AYES:</b>	Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer
<b>NAYS:</b>	None
<b>PRESENT:</b>	Councilmember Blumberg

**III. Scheduled Business**

A. 445 Central Ave. Discussion Regarding Uses

City Manager Neukirch presented background information and the proposal provided by Mr. Scott Canel, owner of the property at 445 Central Avenue.

Mr. Canel provided historical information for the property and discussed his proposal.

The Council, Mr. Canel and staff discussed:

- Appreciation for the work that has taken place
- Concerns about the length of time the space has been vacant and lack of communication with the City on Mr. Canel's part
- Concerns with the request for an additional two years on top of the multiple years the space has been vacant
- Negative community perception
- The proposed use of the property and courtyard space
- Opportunities that have been reviewed to fill the space, including the current dermatologist
- More attention could have been given as to how the space was designed
- Request that the \$250K be provided to the City instead of at the end of two years
- The matter of trust based on past experience
- Lack of action by Mr. Canel
- Un-fulfillment of promises is a major issue
- More money can be spent that will not be recouped in order to fill the vacancies
- Impacts of COVID
- Ensure no precedent is set for future businesses in the same situation
- Mr. Canel's characterization of the \$250K funding as a gift
- Concerns if the spaces are not filled in the requested timeframe
- Negative impacts on surrounding business community
- Appreciation for the apology by Mr. Canel
- Property is an important part of Central Avenue, and it needs to be filled
- Process moving forward needs to be conducted in a way that protects everyone, especially the community
- Businesses will be created by Mr. Canel if the spaces are not leased within the proposed timeframe
- Continued concerns regarding issues presented by Mr. Canel

The Council was in consensus to move forward with what has been proposed with a condition that the \$250K is paid to the City upfront. They agreed that the dermatologist may open in the space and the remaining vacancies need to be filled by the end of 2027.

**B. Place of Remembrance Design Firm Consultant Recommendation**

City Manager Neukirch provided opening comments for the presentation. She explained that staff is looking for feedback as it relates to the designer for the project.

Assistant to the City Manager Taub presented information regarding the Place of Remembrance Design.

Mayor Rotering requested Councilmember Ross provide her insight regarding the recommendation based on her experience as an architect.

Councilmember Ross provided information on the research she conducted, the review of the interviews, and her excitement with the recommendation of SWA as it was a firm she would be in agreement with moving forward with.

The Council voiced their appreciation for the work that was completed on the staff report and the direct involvement of the community. They discussed the interviews that are available, the number of individuals from the proposed firm that would be working on the project, how the proposed firm understood what the community is asking for, and the connection between the two site locations. They noted the importance of providing information related to the budget for the project and the significance of timing in relation to the completion of the project. They agreed that the memorial pieces need to be in place and completed before July 4, 2027.

The Council was in consensus to move forward with staff's recommendation of SWA.

City Manager Neukirch noted that everyone who has been participating in the process will be notified of the next steps, including the drafting of an agreement with SWA.

At 6:59 PM, Mayor Rotering recessed the Committee of the Whole meeting.

At 10:04 PM, Mayor Rotering reconvened the Committee of the Whole meeting.

**Present:** Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer, Blumberg

**Absent:** None

**Staff Present:** City Manager Neukirch, Community Development Director Fontane, Assistant City Manager Jason, Commander Curran, Communications Manager Bennett, Assistant to the City Manager Palbitska

**Also Present:** Deputy Corporation Counsel Passman

C. Update Regarding Relocation of "Miss Nitro"

Communications Manager Bennett presented information on the relocation of "Miss Nitro".

The Council and staff discussed how Brown Park and Lincoln Place Park are both owned by the Park District and while the Park District is open to the relocation, no final considerations have been provided. They discussed how the property east of Library is owned by the City but there is a restrictive covenant on the property indicating that use would be for Park District purposes. They opined on The Preserve and the Park District's concerns with that natural preserve. They discussed site plans demonstrating where the sculpture would be located on the proposed properties.

A majority of the Council stated there was interest in relocating the sculpture to Brown Park followed by Lincoln Place Park.

#### **IV. Closed Session**

Councilmember Blumberg moved the Council to close its meeting to the public, pursuant to the following cited section of the Illinois Open Meetings Act (5 ILCS 120/2(c)), for the purposes of (i) pending litigation (5 ILCS 120/2(c)(11)); (ii) purchase or lease of property (5 ILCS 120/2(c)(5)); and (iii) security (5 ILCS 120/2(c)(8)). Councilmember Lidawer seconded the motion. On a roll call vote, the Mayor declared the motion passed unanimously.

At 10:18 PM, the Council recessed the public portion of the meeting to meet in Closed Session.

At 10:19 PM, Mayor Rotering reconvened the open session of the Committee of the Whole meeting.

**Present:** Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer, Blumberg

**Absent:** None

**Staff Present:** City Manager Neukirch, Community Development Director Fontane, Assistant to the City Manager Palbitska

**Also Present:** Deputy Corporation Counsel Passman

Councilmember Blumberg moved the Council to close its meeting to the public, pursuant to the following cited section of the Illinois Open Meetings Act (5 ILCS 120/2(c)), for the purposes of (i) potential litigation (5 ILCS 120/2(c)(11)); (ii) purchase or lease of property (5 ILCS 120/2(c)(5)); and (iii) security (5 ILCS 120/2(c)(8)). Councilmember Center seconded the motion. On a roll call vote, the Mayor declared the motion passed unanimously.

At 10:19 PM, the Council recessed the public portion of the meeting to meet in Closed Session.

At 10:52 PM, Mayor Rotering reconvened the open session of the Committee of the Whole meeting.

**Present:** Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer, Blumberg

**Absent:** None

**Staff Present:** City Manager Neukirch, Assistant to the City Manager Palbitska

**Also Present:** Deputy Corporation Counsel Passman

**V. Adjournment**

Councilmember Tapia moved to adjourn the Committee of the Whole meeting.

Councilmember Center seconded the motion. Upon a voice vote, the Mayor declared the motion passed unanimously.

The Committee of the Whole adjourned its meeting at 10:52 PM.

Respectfully Submitted,

Ashley Palbitska  
Assistant to the City Manager/Deputy City Clerk

# Staff Report



**Meeting Date:** October 20, 2025

**Staff Contact:** Ashley Palbitska, Assistant to the City Manager/Deputy City Clerk

**Department:** City Manager's Office

**Title:** Approval of the Minutes of the Closed Session of the Regular Meeting of the Committee of the Whole Held on October 6, 2025

**Recommendation:**

For the City Council's approval are the minutes of the Closed Session of the Regular Meeting of the Committee of the Whole held on October 6, 2025.

**Attachments:**

1. MIN CWCS 10-6-2025\_A
2. MIN CWCS 10-6-2025\_Bv2

# Staff Report



**Meeting Date:** October 20, 2025  
**Staff Contact:** Brian Soldano, Police Sergeant  
**Department:** Police Department

**Title:** E-bikes and E-Scooter Regulation Review

## **Recommendation:**

Earlier this summer, the City recognized the increasing presence of electric scooters, bicycles, and similar vehicles throughout the City and regulations were adopted based on concerns for public safety. This policy matter is being introduced again following a review of enforcement and education efforts, and based on public and staff feedback. Based on updated data, state classifications, and regional practices, staff recommends amending Code 71.360 as follows:

1. Amend the ordinance to prohibit “E-Motos”. E-Motos are motor-driven cycles subject to federal motor vehicle safety standards. E-Motos are only permitted on roadways when they meet the following Illinois Vehicle Code requirements:

- Must have rearview mirror
- Headlamp required
- Brake light required

Examples of E-Motos are mopeds, electric motorcycles, electric dirt bikes and high-powered electric scooters. E-Motos may have motors with thousands of watts of power that far exceed the 750 watts allowed for legal low-speed electric bicycles. They are usually equipped with throttles and typically can go in excess of 30 mph. E-Motos are only permitted on the roadway when the following requirements are met: valid registration, insurance, and a valid M or L class driver’s license.

“**Golf Carts**” or “non-highway vehicles” a.k.a. "Low speed vehicles” as defined in the Illinois Vehicle Code have their own Illinois Vehicle Code definition as “a motor vehicle not specifically designed to be used on a public highway.” (625 ILCS 5/11-1426.1) and (625 ILCS 5/11-1427). They are permitted on roadways where posted speed limits are 35 mph or less with a valid DL, insurance and registration. The City does not currently have a policy that would prohibit their use as long as the Illinois Vehicle Code guidelines are followed.

2. Amend the ordinance to permit Class 1, 2, and 3 low-speed electric bicycles and electric tricycles in all areas where bicycles are permitted, such as bike paths, parks and public parking lots, unless otherwise posted by the property owner (defined by Illinois law as having operable pedals, motors less than 750 watts, and maximum assisted speeds of 20–28 mph  
<https://www.ilga.gov/documents/legislation/ilcs/documents/062500050K11-1517.htm>)

Why? Although “E-Motos” would remain prohibited on paths, class 1, 2 and 3 low-speed electric bicycles are used by those who may have limitations due to disability, age, or need assistance to continue a “rider’s quality of life” that is now more difficult to maintain solely under human power.

3. Maintain the minimum age requirement of 16 years of age to operate a low-speed electric bicycle, but amend the ordinance to remove the driver’s license requirement to operate a low-speed electric bicycle.

Why? This allows those who may not need a driver’s license for a motor vehicle, who still comprehend the basic rules of the road to operate a low-speed electric bicycle or scooter to ride with family, friends or commute without a penalty.

4. Continue to uphold state law requirements, which include:

- No person under the age of 18 years old may operate an electric scooter per Illinois State statute: (625 ILCS 5/11-1518)  
<https://www.ilga.gov/Documents/legislation/ilcs/documents/062500050K11-1518.htm>
- A person may not operate a low-speed electric scooter on a highway with a posted speed limit in excess of 35 mph. (625 ILCS 5/11-1518)  
<https://www.ilga.gov/Documents/legislation/ilcs/documents/062500050K11-1518.htm>

5. Continue to uphold the following Highland Park ordinance requirements:

- Hold parents and legal guardians accountable
- Continue to recommend the use of ebikecourse.com for voluntary online training on safe electric bicycle operation
- Continue to require helmets, lights and reflectors

6. Continue our education and enforcement efforts: include signage along trails and in the downtown district, communicate through public communication channels code regulations, continue to participate in and educate through community events, such as the “Bike Rodeo.”

This approach balances consistency with regional practices, recognizes state definitions, and

maintains strong safety standards by distinguishing between regulated low-speed electric bicycles, low-speed electric scooters and higher-powered motor-driven vehicles, “E-Motos.”

**Policy Consideration:**

On June 16, 2025, the City Council approved amendments to Section 71.360 of the Municipal Code (“Other Vehicles on Streets and Highways”) in response to public concerns about the increased use of electric bicycles (e-bikes) and electric scooters (e-scooters) in the community.

During both the Committee of the Whole and Council meetings, discussion focused on safety risks associated with these vehicles—particularly their potential high speeds (some reaching 40–50 mph) and their near-silent operation, which can create dangerous encounters with pedestrians and other users of public spaces.

As a result, the following recommendations were made:

- Establish clear definitions for low-speed electric bicycles, low-speed electric scooters, motor-driven vehicles, motorized wheelchairs, and toy vehicles.
- Restrict use of motor-driven vehicles on public property by individuals under 16 or without a valid driver’s license, unless accompanied by a parent/guardian.
- Prohibit operation of low-speed electric scooters on public property by anyone under 18 or without a valid driver’s license.
- Prohibit use of motor-driven vehicles and e-scooters on sidewalks, bike paths, parks, and City-owned parking lots due to frequent complaints of reckless operation, particularly in Sunset Woods Park, residential areas, and the downtown district.
- Hold parents/guardians accountable when minors under 16 are knowingly permitted to violate the ordinance.
- [https://www.cityhpil.com/government/city\\_departments/police/resources/e-bike\\_regulations.php](https://www.cityhpil.com/government/city_departments/police/resources/e-bike_regulations.php)

On August 11, 2025, City Council revisited the issue to specifically address e-bike and e-scooter use on bike trails. Staff learned that the Skokie Valley Trail (Lake County Forest Preserve jurisdiction) allows low speed electric bicycles and low speed electric scooters, creating a jurisdictional inconsistency with the Green Bay Trail. Therefore, Council requested additional data from the Police Department on complaints and enforcement related to e-bikes and e-scooters.

**Police Data – June 1 to September 29, 2025**

- Calls for service: 63 (complaints included reckless driving, unsafe operation, damage to park property, sidewalk use, and traffic crashes).
- Enforcement stops: 43 Some stops involved multiple subjects
  - o 6 citations issued
  - o 37 warnings issued
  - o Of note, 43 contacts were with juveniles ages 12-17 years of age. The most contacted ages were 12-13 years of age.
  - o 10 contacts were made with adults 18-74 years of age.

- o 3 contacts with 18-25 year olds
- o 0 contacts with 26-40 year olds
- o 3 contacts with 41-51 year olds
- o 3 contacts with 52-74 year olds

**Regional Comparisons**

Staff reviewed regulations in neighboring communities. While approaches vary, only Northbrook and Glenview currently prohibit electric bicycles on public trails entirely. Highlights include:

- Winnetka (adopted 9/16/25): Riders must be 18+, DL required, one rider per scooter, no modifications to speed/propulsion.
- Lake Forest: Adopts state definitions of Class 1, 2, 3 e-bikes; higher-powered vehicles (e.g., E-Motos) require DL, registration, and insurance. Prohibited use in the business district.
- Lake Bluff: E-bikes/scooters must be walked on CBD sidewalks; high-powered e-motorcycles banned.
- Northbrook: Riders must be 16+ with a DL; e-bikes prohibited on sidewalks, public paths, and multi-use trails.
- Glenview (6/23/25): E-bikes/scooters banned on all public property (streets, sidewalks, parking lots, paths).
- Evanston: General prohibition on e-bikes/scooters in public rights-of-way, except Class 1 and 2 low-speed e-bikes.
- Libertyville: Class 1–3 e-bikes prohibited in parks and downtown; otherwise permitted where bikes are allowed. Riders must be 16+ to operate Class 3.

Use of golf carts, utility task vehicles, and moke cars on public property continue to be prohibited unless expressly permitted by the State or City.

**Core Priorities:**

**Public Safety** - regulations have been enacted in consideration of public safety measures given the increased use of e-bikes and e-scooters.





**Attachments:**

1. Ebike Easy Sheet Third Draft edits



# E-Bike and E-Scooter Regulations



Overview	Low-Speed E-Scooter (under 10mph)	E-Scooter (Over 10 MPH)	E-Bike Class 1 and 2 ( up to 20 mph )	E-Bike Class 3 ( up to 28 mph )	Personal Vehicles ( ATVs, Dirt bikes, “ E-Motos “ etc. )
<b>Where Can I Ride?</b>	<b>Bike paths, parks and public parking lots unless posted</b> <b>All bicycles, electric bicycles and electric scooters are prohibited on sidewalks, and enforced in the business districts.</b>				On the roadway, when Illinois vehicle code requirements are met.
	Class 1 E-Bike	Motor assisted, only while pedaling; assistance stops at 20 mph			
	Class 2 E-Bike	Throttle exclusive operation possible to 20 mph; motor assisted beyond 20 mph			
	Class 3 E-Bike	Motor assisted, only while pedaling; assistance stops at 28 mph			
	“E-Moto”	Includes mopeds, electric motorcycles, and high-powered scooters. Requires registration, insurance, and a valid M or L class driver’s license. Speeds typically exceed 30 mph.			

Motor Restrictions	Safety	Enforcement
Motors must be under 750 watts; max assisted speed is 20-28 mph.	Helmets, reflectors, and lights (sunset to sunrise are required).	Follow road rules; fines start at \$100. Parents/guardians accountable for minors.



Visit [www.cityhpil.com](http://www.cityhpil.com) and search e-bike for ordinance details and Q&A



# Staff Report



**Meeting Date:** October 20, 2025  
**Staff Contact:** Patrick Hoffmann, Planner II  
**Department:** Community Development Department

**Title:** Discussion of Bicycle Parking and Connectivity Policy

**Recommendation:**

Council feedback is requested related to the City’s bike parking and connectivity policies.

**Policy Consideration:**

At the [May 27, 2025](#) meeting, City Council considered an Ordinance amending the code regarding bicycle paths and parking. The Ordinance included four main objectives as set forth in Move HP, adopted by Council in Oct. 2020<sup>[1]</sup>:

- Objective 2.1: Amend the Zoning Code to require bike parking as part of new commercial and multi-family developments (including for changes in use for existing structures).
- Objective 2.2: Amend the Zoning Code to simplify the requirements to receive parking reductions by providing bicycle parking.
- Objective 2.3: Amend the Zoning Code to require pedestrian pathways within internal parking lots.
- Objective 2.4: Amend the Zoning Code to require commercial and multifamily planned developments to provide connections to adjacent existing and/or planned trails.

Council amended the Ordinance approving Code provisions related to Objectives 2.2 and 2.3 above by a vote of 6-0, while motions failed related to Objectives 2.1 (vote 2-3-1) and 2.4 (vote 2-4). Please see **Attachment 1** for the adopted Ordinance. Ultimately, Council requested staff to provide additional information related to Objectives 2.1 and 2.4 for discussion at a future Committee of the Whole meeting. The purpose of the October 20th meeting is to represent the information that was previously shared, provide the additional information requested, and open the policy discussion for Council input.

This report provides the results of a bike parking survey and an update on the status of the Move HP plan (**Attachment 4**) for reference. The policy matter involves whether or not to require by Code or attempt to achieve adequate bike parking through the Planned Development process as conditions of approval and public benefit. **Attachment 2** provides an example of a Planned Development with a bike path connectivity requirement.

### **Summary of Bike Parking & Connectivity Survey.**

The City conducted a survey of 13 municipalities through the Northwest Municipal Conference<sup>[1]</sup> that inquired as to bike parking requirements within developments. Staff found that about half of the municipalities surveyed required bike parking for commercial and for multi-family residential developments. On average, they require that bicycle parking be provided at about 10% to 15% the number of parking spaces – with exceptions, similar to what staff initially proposed for Highland Park. As to whether the development community provides bike parking when not required to do so, most answered “occasionally” or “infrequently”, with one municipality indicating “frequently”. As for requiring a connection to an existing or planned bike path or trail – two of 13 municipalities indicated they did. Please see **Attachment 3** for more details regarding the results.

<sup>[1]</sup> See Pages 22-23 of MoveHP, An Update to Bike-Walk HP 2030, dated October 2020.

<sup>[2]</sup> Barrington, Des Plaines, Elk Grove, Morton Grove, Mount Prospect, Niles, Rolling Meadows, Schaumburg, Skokie, Streamwood, Wheeling, Wilmette, Winnetka, and Highland Park.

### **Core Priorities:**

**Infrastructure Investment** - Bike facilities are an important part of the City's infrastructure both public and private.

**Environmental Sustainability** - Providing for alternative modes of transportation helps improve sustainability.

### **Attachments:**

1. Attachment 1 - HP Amendatory Ordinance Bicycle Paths and Parking Amended on the floor
2. Attachment 2 - Hidden Oak PUD Bike Path Connectivity Requirement
3. Attachment 3 - Northwest Munic. Conf. Survey Summary
4. Attachment 4 - MoveHP Implementation Update

City of Highland Park

Ordinance No. \_\_\_\_\_

**An Ordinance Amending “The City of Highland Park Zoning Ordinance of 1997,”  
as Amended, Regarding Bicycle Paths and Parking**

**WHEREAS**, Article II of the “City of Highland Park Zoning Ordinance of 1997,” as amended (“**Zoning Code**”), sets forth definitions for the Zoning Code; and

**WHEREAS**, Section 150.520 of the Zoning Code sets forth the site planning constraints and design standards for planned developments in the City; and

**WHEREAS**, Article VIII of the Zoning Code sets forth the off-street parking and loading requirements of the City; and

**WHEREAS**, the City Council desires to amend Section 150.520 and Article VIII of the Zoning Code to: (i) require buffering along property lines that abut existing or proposed trails and paths; (ii) allow long-term bicycle spaces to satisfy minimum off-street parking space requirements; and (iii) require sidewalks of at least five feet in width to separate driveways and parking areas from a building (collectively, the “**Proposed Amendments**”); and

**WHEREAS**, a public hearing by the City Plan and Design Commission to consider the Proposed Amendments to the Zoning Code was duly advertised in the Lake County News-Sun on October 21, 2024, and held on November 5 and December 17, 2024; and

**WHEREAS**, on December 17, 2024, the Plan and Design Commission adopted Findings of Fact, Public Hearing No. 2024-ZTA-009, recommending to the City Council approval of the Proposed Amendments to the Zoning Code, in accordance with and pursuant to Section 150.1506 of the Zoning Code; and

**WHEREAS**, the City Council has considered the Proposed Amendments and the recommendation of the Plan and Design Commission and has determined that adoption of the Proposed Amendments, as set forth in this Ordinance, will serve and be in the best interest of the City and its residents;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF HIGHLAND PARK, LAKE COUNTY, ILLINOIS**, as follows:

**SECTION ONE:** **RECITALS.** The foregoing recitals are incorporated into, and made a part of, this Ordinance as findings of the City Council.

**SECTION TWO:** **DEFINITIONS.** Section 150.202, titled “Definitions,” of Article II, titled “Interpretation and Definitions,” of the Zoning Code is hereby amended further to read as follows:

“Whenever in this Chapter the following words and phrases are used, they shall, for the purposes of this Chapter, have the meanings respectively

**Additions are bold and double underlined;** ~~deletions are struck through.~~

ascribed to them in this Section, except when the context otherwise clearly indicates. Whenever in this Chapter other words are used, those other words shall have the meanings normally ascribed to them.

\* \* \*

**Long-term bicycle spaces: bicycle parking spaces that:**

- 1. Are protected from weather and from access by unauthorized persons;**
- 2. Have minimum dimensions of two feet in width by six feet in length, with a minimum overhead vertical clearance of seven feet, excluding bicycle lockers from the calculation of vertical clearance;**
- 3. Are of solid construction, resistant to rust, corrosion, hammers, and saws;**
- 4. Allow both the bicycle frame and the wheels to be locked with the bicycle in an upright position using a standard U-lock;**
- 5. Are designed so as not to cause damage to the bicycle;**
- 6. Facilitate easy locking without interference from or to adjacent bicycles;**
- 7. Consist of bike racks or lockers anchored so that they cannot be easily removed, unless the long-term bicycle parking spaces are located within a secure room designated for the storage of bicycles; and**
- 8. Are located within 100 feet of the principal entrance of the building it serves, unless the long-term bicycle parking spaces are located within a secure room designated for the storage of bicycles.”**

**SECTION THREE: COMPUTATION OF PARKING AND LOADING REQUIREMENTS FOR NEW DEVELOPMENT.** Section 150.803, titled “Computation of Parking and Loading Requirements for New Development,” of Article VIII, titled “Off-Street Parking and Loading,” of the Zoning Code is hereby amended further to read as follows:

“Sec. 150.803. – Computation of Parking and Loading Requirements for New Development.

- (A) Computational Rules.

**Additions are bold and double underlined;** ~~deletions are struck through.~~

- (1) The capacity of the building expressed in number of persons shall be determined by the Fire Prevention Code of the City of Highland Park.
- (2) When the calculation of the number of required off-street parking and loading spaces results in a requirement of a fractional space, any fraction up to and including one-half (½) shall be disregarded, and fractions of over one-half (½) shall be interpreted as one (1) whole parking space, with a minimum of one space for any use which requires parking.
- (3) Electric vehicle charging stations may be located in required off-street parking spaces and may be counted toward satisfying minimum off-street parking space requirements.
- (4) Long-term bicycle spaces located within a dedicated area may be counted toward satisfying minimum off-street parking space requirements, with eight long-term bicycle spaces satisfying the requirement of one off-street parking space.**
- (5) Eight non-long-term bicycle parking spaces may be located in an off-street parking space.**

\* \* \*

- (B) Requirements by Use. The computation of the minimum off-street parking and loading requirements for each permitted use shall be based upon the following Table of Parking and Loading Requirements subject to the adjustments allowed and the absolute minimums required by this Article.

(See Table of Parking and Loading Requirements at end of Article)

- (C) Uses Not Listed. Whenever the City Council, upon recommendation of the Plan Commission, permits any use not listed in the Table of Allowable Uses without formal amendment in accord with Article IV of this Chapter, the City Council shall also determine the required off-street parking and loading facilities for such use.
- (D) Minimum Parking Requirements.
  - (1) User Parking. Every use for which any requirement for user parking is listed in the Table of Parking and Loading Requirements must provide an absolute minimum of one (1) user off-street parking space.

**Additions are bold and double underlined;** ~~deletions are struck through.~~

- (2) Commercial Vehicles. In addition to the requirements in the Table of Parking and Loading Requirements, one (1) off-street parking space shall be required for each commercial vehicle directly associated with a permitted use, whether the vehicle is stored over-night on the premises or not.

**(E) Internal Parking Lot Requirements. Off-street parking and loading areas for which at least 150 off-street parking spaces must be provided must include internal pedestrian paths at least five feet in width connecting all buildings, off-street parking facilities, and bicycle parking on the property.**

**SECTION FOUR: JOINT PARKING FACILITIES.** Section 150.804, titled “Joint Parking Facilities,” of the Zoning Code is hereby amended further to read as follows:

“Sec. 150.804. – Joint Parking Facilities.

- (C) Adjustments to Parking Requirements.

\* \* \*

- (4) Alternative Transportation Reductions.

\* \* \*

~~(f) The reduction of up to one nonresidential parking space may be granted for every 10 long term bicycle parking spaces provided on-site. In order to qualify for this reduction, the long term bicycle parking must:~~

- ~~(i) Be protected from weather and from access by unauthorized persons;~~
- ~~(ii) Consist of bike racks or lockers anchored so that they cannot be easily removed;~~
- ~~(iii) Be of solid construction, resistant to rust, corrosion, hammers, and saws;~~
- ~~(iv) Allow both the bicycle frame and the wheels to be locked with the bicycle in an upright position using a standard U lock;~~
- ~~(v) Be designed so as not to cause damage to the bicycle;~~

**Additions are bold and double underlined;** ~~deletions are struck through.~~

- (vi) ~~Facilitate easy locking without interference from or to adjacent bicycles; and~~
- (vii) ~~Have minimum dimensions of two feet in width by six feet in length, with a minimum overhead vertical clearance of seven feet. Bicycle lockers are exempt from overhead clearance requirements referenced herein."~~

**SECTION FIVE: DESIGN AND MAINTENANCE OF PARKING FACILITIES.** Section 150.808, titled "Design and Maintenance of Parking Facilities," of Article VIII, titled "Off-Street Parking and Loading," of the Zoning Code is hereby amended further to read as follows:

"Sec. 150.808. – Design and Maintenance of Parking Facilities.

\* \* \*

- (D) Minimum Area and Spacing Requirements. The following are minimum requirements, and it shall be the responsibility of the property owner to maintain the facilities in such a condition as to be able to continue to meet these requirements.

\* \* \*

- (4) Sidewalks. In order to ~~insure~~ **ensure** pedestrian safety, sidewalks of not less than ~~three (3)~~ **five** feet in width, exclusive of vehicle overhang, are required to separate any driveway or parking area from a building."

\* \* \*

**SECTION SIX: PUBLICATION.** The City Clerk is hereby directed to publish this Ordinance in pamphlet form pursuant to the Statutes of the State of Illinois.

**SECTION SEVEN: EFFECTIVE DATE.** This Ordinance will be in full force and effect upon its passage, approval, and publication in the manner provided by law.

AYES:

NAYS:

ABSENT:

PASSED:

**Additions are bold and double underlined; deletions are struck through.**

APPROVED:

PUBLISHED IN PAMPHLET FORM:

ORDINANCE NO.:

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Nancy R. Roterling, Mayor

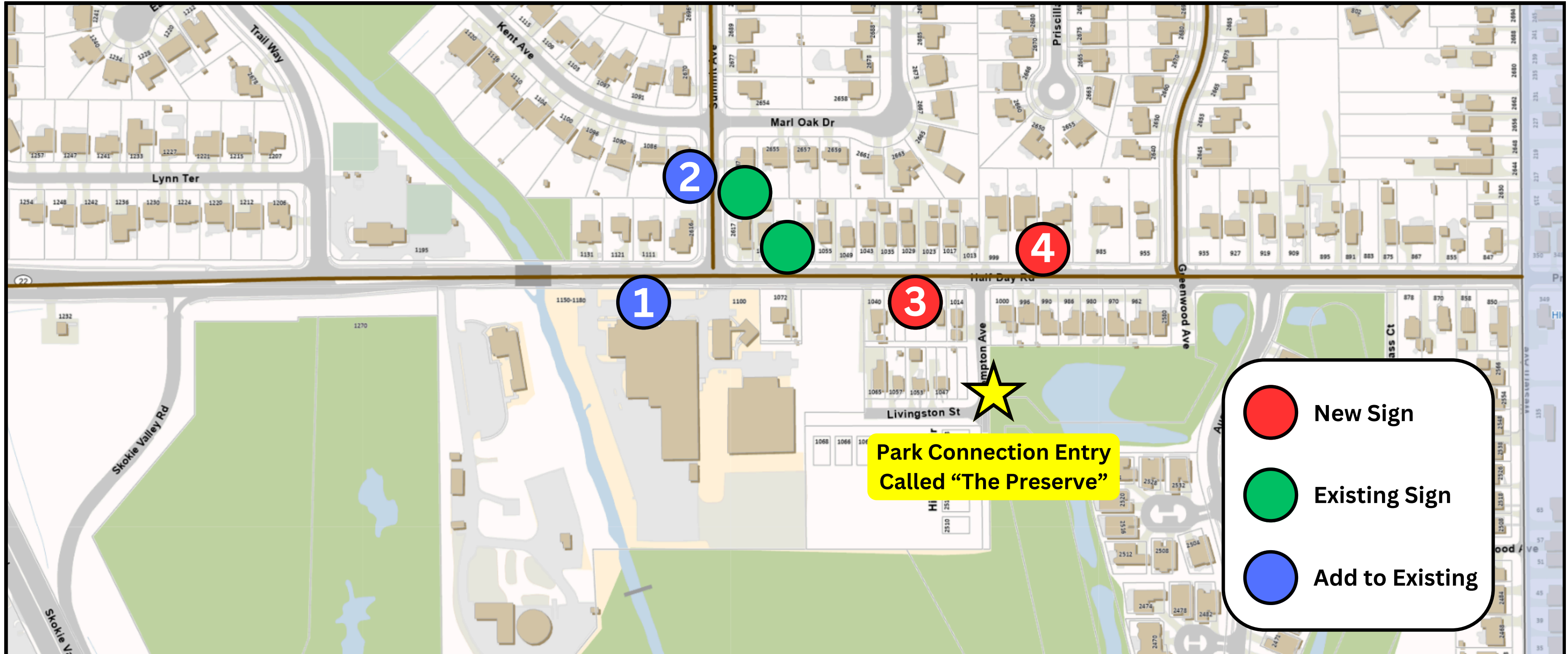
ATTEST:

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Ghida S. Neukirch, City Clerk

**Additions are bold and double underlined**; ~~deletions are struck through.~~

# Half Day Road



# Half Day Road

- 1 Add new way point above Metra
  - Arrow: Forward
  - Text: The Preserve
  - Distance: 1/4



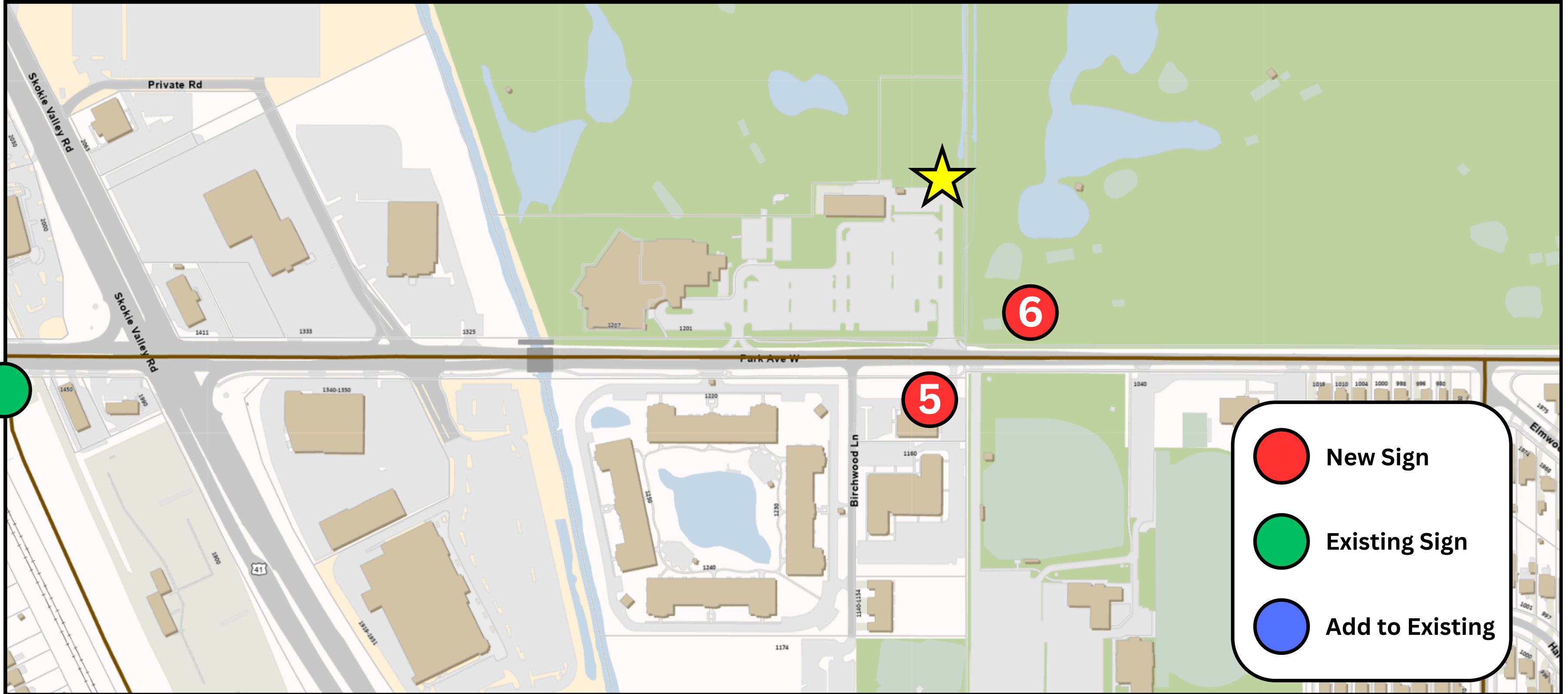
- 2 Add new way point above Highwood
  - Arrow: Left
  - Text: The Preserve
  - Distance: 1/4

# Half Day Road

- 3 Add whole new sign with two way points
  - **Arrow:** Right; **Text:** The Preserve; **Distance:** 1/8
  - **Arrow:** Forward; **Text:** Highwood; **Distance:** 1/4
  
- 4 Add whole new sign with two way points
  - **Arrow:** Left; **Text:** The Preserve; **Distance:** 1/8
  - **Arrow:** Forward; **Text:** Skokie Valley Path; **Distance:** 1/2



# Park Ave W



## Park Ave W

- 5 Add whole new sign with three way points
  - **Arrow:** Left; **Text:** The Preserve; **Distance:** 1/8
  - **Arrow:** Forward; **Text:** Hospital; **Distance:** 1/2
  - **Arrow:** Forward; **Text:** Downtown; **Distance:** 3/4
  
- 6 Add whole new sign with two way points
  - **Arrow:** Right; **Text:** The Preserve; **Distance:** 1/8
  - **Arrow:** Forward; **Text:** Skokie Valley Path; **Distance:** 1/2



# Preserve Pathway Connection



# Preserve Signage Installed by Park District



# Installed Bike Route Signs



### Attachment 3

The City conducted a survey, through the Northwest Municipal Conference, of 13 municipalities including Highland Park that inquired as to bike parking requirements with developments. The following is a summary of the results:

- Does your municipality require by code that bike parking be provided for new commercial development? If so, what are the requirements?
  - Seven yes / six no.
    - Elk Grove: 4-2-M. Bicycle Parking - 2. Minimum Required Spaces. Bicycle parking facilities should be provided at a rate of one bicycle space per twenty-five (25) vehicle parking spaces with a minimum of space for four (4) bicycles and a maximum of ten (10) spaces. Additional requirements in the linked Zoning code.
    - Mount Prospect: Required in downtown districts for the construction of new buildings, additions to existing buildings, or facade improvements to existing buildings. Bicycle parking shall be provided at a minimum amount of ten percent (10%) of the vehicle parking provided on site.
    - Niles: Retail/personal service establishments larger than 10,000 sf in GFA must provide 1 bike parking space for every 30 car parking spaces.
    - Rolling Meadows: 1 bicycle space per 10 automobile spaces, minimum 3, maximum ten. We have specific requirements for the type of rack installed. See Sec. 122-160 of Municipal Code.
    - Schaumburg: Parking spaces are based on use and area and range from 5 to 20 spaces. Reference: § 154.125 - BICYCLE PARKING REQUIREMENTS.
    - Skokie: Sec. 118-222. - Required number of bicycle parking spaces. (a) Bicycle parking shall be required for all new construction or when a change in use results in the requirement for additional off-street motor vehicle parking.
    - Wheeling: Bicycle Parking. All new uses and off-street parking lots shall provide bicycle parking facilities, such as bike racks, in accordance with the provisions of this Title. See Sec. 19.11.010. The number of required bike parking is based on the required number of car parking at a site with a minimum of 2 bike spaces and a max of 10 bike spaces + 5% of amount over 100 car spaces.
- Does your municipality require by code that bike parking be provided for new multiple-family development? If so, what are the requirements?
  - Seven yes / six no.
    - Elk Grove: same as above.
    - Mount Prospect: Bicycle parking shall be provided at a minimum amount of ten percent (10%) of the vehicle parking provided on site.
    - Niles: 1 per 10 dwelling units.

- Rolling Meadows: 1 space per three dwelling units for residents, plus one space per 20 automobile spaces for visitors. Minimum 3 spaces, maximum 10. See Sec. 122-160 of Municipal Code.
  - Schaumburg: § 154.125 - BICYCLE PARKING REQUIREMENTS. Multi-Family Residential without private garages are required to install the following minimum bicycle parking spaces: - Long-term Bicycle Parking: 1 per 3 units (minimum 5 spaces) - Short-term bicycle 1 per 40 vehicle parking spaces for parking (minimum of 5 spaces).
  - Skokie: Sec. 118-222. - Required number of bicycle parking spaces.(b)The minimum number of required off-street bicycle parking spaces is as follows: (1)Residential and lodging uses. (a)Detached, 2-unit multifamily, and townhouse residences: none. (b)Residences within transit oriented developments (TODs) and in mixed-use districts: 15% of motor vehicle parking requirements with a minimum of 1 space. (c)Multifamily residences neither in TODs nor in mixed-use districts and all other uses: 10% of motor vehicle parking requirements with a minimum of 1 space.
  - Wheeling: same as above.
- Do / would new developments in your community incorporate adequate bike parking, on their own, without it being required (please select one: rarely, infrequently, occasionally frequently, don't know)?
- Barrington: infrequently. Developers are asked to provide bike parking as part of planned developments.
  - Des Plaines: Occasionally. Large multi-family residential developments have included bicycle parking without prompting. Staff suggests bicycle racks for commercial parking when it is not included on preliminary plans.
  - Elk Grove: Occasionally.
  - Morton Grove: Review for adequate bike parking is contextual and incorporated into special use and planned unit development review based on required traffic impact study.
  - Mount Prospect: Occasionally.
  - Niles: Occasionally.
  - Rolling Meadows: Infrequently. Typically do not receive plans that propose these.
  - Schaumburg: Infrequently. New developments rarely include bicycle parking unless required by code. Provisions are typically discussed with applicants during preliminary review, with staff taking a business-friendly approach to ensure needed accommodations are addressed.
  - Skokie: Occasionally. Most developers include bike parking as part of their proposals, but unclear if they would provide sufficient bicycle parking if there was not a code requirement.
  - Streamwood: rarely.
  - Wheeling: rarely.

- Wilmette: Occasionally.
- Winnetka: Frequently.
- Does your City code require developments to connect to abutting bike paths or pedestrian trails?
  - Barrington: The comprehensive plan does where improvements are shown in the bike and ped plan.
  - Des Plaines: Yes.
  - Elk Grove: not applicable.
  - Morton Grove: Bike parking and trail connections have often incorporated into special use and planned unit development ordinances.
  - Mount Prospect: No.
  - Niles: It requires a connection to sidewalks but not specifically to bike paths or trails.
  - Rolling Meadows: Certain large sites (5+ acres) must provide bicycle and pedestrian facilities. See Sec. 122-77 of Municipal Code.
  - Schaumburg: Pedestrian connection is required from the development to the right-of-way, but a bicycle path connection is not required. § 151.08 - PAVEMENT DESIGN STANDARDS AND SPECIFICATIONS.
  - Skokie: Not via Village of Skokie Zoning Code, but more than likely suggested during the internal plan review process.
  - Streamwood: Not a requirement, but we strongly encourage it where applicable.
  - Wheeling: no.
  - Wilmette: no but it's a good idea.
  - Winnetka: no.
- Does your community require pedestrian pathways be provided in parking lots? If so, what are the requirements?
  - Six yes / seven no.
    - Elk Grove: 11-5 - LANDSCAPING REQUIREMENTS d. Pedestrian Access i. All parking lots with two (2) or more double-loaded rows must provide internal pedestrian walkways within the Parking Area and outside of the parking row. Additional requirements in the linked Zoning code.
    - Morton Grove: All parking areas more than two thousand (2,000) square feet shall have internal landscaping to channelize and define logical areas for pedestrians and vehicular circulation.
    - Niles: All required off-street parking facilities must have an internal pedestrian circulation system that allows for safe passage between parking areas and any public sidewalk in the adjacent right-of-way and the use it serves. This includes, but is not limited to, interconnected sidewalks, striped walkways, and separated walkways.

- Rolling Meadows: Our site plan review process requires meet various standards, including that "The proposed site plan or design is internally logical and safe and facilitates clear understanding of travel and circulation within the property, as well as to and from the site by vehicles, pedestrians, and bicyclists." See Section 122-398 of Municipal Code.
- Schaumburg: New developments are required to have pedestrian access to all roadways, including through parking lots.§ 154.122 - OFF-STREET PARKING. In addition, staff also requests a pedestrian access route citing PROWAG section § R201.2.
- Wilmette: Only required for parking lots in Village Center (downtown) by design guidelines.



Department of Community Development  
1150 Half Day Rd.  
Highland Park, Illinois 60035  
847.432.0808  
cityhpil.com

**Date:** October 14, 2025  
**To:** City Council  
**From:** Patrick Hoffmann, Planner II  
**Subject:** MoveHP Implementation Follow-up

---

[MoveHP](#), an update to Bike-Walk HP 2030, was adopted by City Council on [October 13, 2020](#) in order to re-evaluate proposed projects and policy for non-motorized networks of transportation and to reflect on the progress of Bike-Walk HP 2030. In a continued effort to evaluate MoveHP, staff has collected a summary of the plan’s goals to provide City Council a prospective on MoveHP’s accomplishments. Please reference the Implementation Matrix at the end of this report for a list of all the goals and objectives of MoveHP.

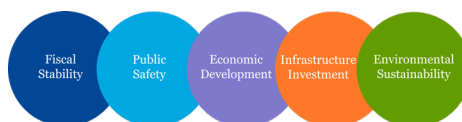
**Plan Summary:**

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

- Complete Streets: As a part of MoveHP, a Complete Streets Policy Draft was attached to the appendix. City Council, on [December 11, 2023](#), adopted an amended policy to help guide decision making relative to transportation network improvements. Please find the adopted policy here: [Complete Streets Policy](#).
- Amend Code: Earlier this year on [May 27, 2025](#), City Council reviewed Zoning Text Amendments in relation to goals set by the MoveHP Plan. Council adopted code amendments to bike parking incentives and pedestrian pathways, while continuing the rest of the amendments to a date uncertain.

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

- Lake Cook Rd path: Public Works is working directly with Lake County DOT to connect the North Branch Trail to Skokie Valley bike path across Rt. 41. Northbrook is not involved in this effort.
- Transportation Advisory Group:
  - Provide advisory recommendations related to the planning and implementation of transportation plans, including but not limited to the MoveHP Plan, Complete Streets Policy and recommendations from Bike Walk Highland Park.



- As requested by the City Council or City Staff, provide advisory recommendations related to multi-modal, vehicular, and pedestrian transportation and parking conditions, projects, education, and communications through the City.
- Public Works is the staff liaison to this advisory group

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.

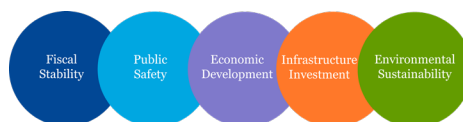
- Public Benefit: Through the Planned Development process, projects are required to provide a public benefit as defined in [Section 150.515](#) – “means an amenity provided in the form of an improvement, donation or dedication that is not otherwise required as part of the development process and that serves the residents of the Planned Development and the community at large” when requesting certain modification from code or being located in the B4-4, B4-5, B4-6, B4-BG, or B5 Zoning Districts. With this requirement, several transportation public amenities have been completed. Please reference the information item, Attachment 1, outlining the adopted Public Benefit with PUDs Since 2016. Below are some improvements that have been recently completed:
  - The Preserve park connection: Hidden Oak public benefit at Compton-Livingston just south of Half Day Rd added a concrete entrance walk to allow for a northern connection to the Preserve. Additionally, bike way finding signs were added to the existing bike sign network.
  - Bike shelter and fix-it station: Recently constructed near the Ravinia Metra Station north parking long the Robert McClory Bike path was partially funded with public benefit from 555 Roger Williams Ave.

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

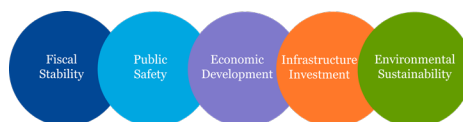
- Sidewalk Improvement Sheridan Road/Cedar Dean -Roger Williams (ITEP and DCEO grants)
- Investigating use of ITEP grant for replacement or improvements to Central Pedestrian Bridge.
- Green Bay Rd Project: eliminated proposed bike lanes from scope of work.
- University Ave sidewalk: project not moving forward.

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

- Historic Bike Tour: On May 25<sup>th</sup> and 31<sup>st</sup>, Senior Planner, Zubin Coleman, former staff liaison to the Historic Preservation Commission and Jean Sogin, former HPC chair, led community members on a tour of historic and landmarked properties around sunset woods.

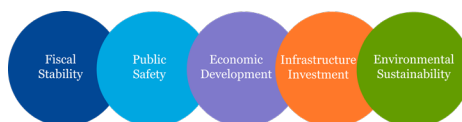


- **Bicycle Rodeo:** The Highland Park Police Department hosted a bicycle rodeo on Sunday, August 24 at The Preserve where community members learned more about bike safety, sharing the road, and included free safety checks.
- **Special Events:** Every year the City issues several special event permits runs, walks and bike rides though Highland Park and the surrounding communities. This year the events included:
  - The Empire Bikes Back – community bike ride organized by the Park District
  - North Shore Classic Half Marathon, 5K and 1-Mile Walk – organized by Ventures Endurance
  - Walk to Cure Scleroderma – annual family walk to benefit the scleroderma community organized by the Scleroderma Foundation of Greater Chicago
  - Highwood 5K Family Run, Walk & Stroll – family centered walk organized by Celebrate Highwood
  - Rock the Ride – walk/ride to raise awareness and support for gun violence prevention organized by Green Bay Cycles of Winnetka
  - North Shore Century Bike Ride – recreational bike ride organized by the Evanston Bicycle Club
  - NSSD 112 FUNd Run – 5K run/walk in support of the District 112 Education Foundation organized by the Foundation and Race Day Events
  - North Shore Turkey Trot – permit has not yet been issued – 10K/5K run and walk organized by Ventures Endurance
- **Bike Friendly Community:** Staff renewed Highland Park’s Bike Friendly designation and the League of American Bicyclist awarded the City with a Bronze-Level Bicycle Friendly Community award.



**Implementation Matrix:**

<b>Goal 1: Develop and adopt policies, plans and guidelines to assure that cycling and walking are a safe and integral part of City life.</b>
<b>Objective</b>
Objective 1: Consider adopting the Complete Streets Policy as a distinct, separate resolution and general policy guide.
Objective 2: Amend the Highland Park Municipal Code to promote and enhance biking and walking and align with best practices.
Objective 2.1: Amend the Zoning Code to require bike parking as part of new commercial and multi-family developments.
Objective 2.2: Amend the Zoning Code to simplify the requirements to receive parking reductions by providing bicycle parking.
Objective 2.3: Amend the Zoning Code to require internal parking lot pedestrian paths.
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.
Objective 2.5: Amend the Municipal Code to align with Illinois State statutes.
Objective 3: Evaluate opportunities to increase safety using traffic-calming measures and additional non-motorized transportation infrastructure.
Objective 4: Regularly review the City’s Local Streets New Sidewalk Installation Guideline and revise as appropriate to increase the number of sidewalks in residential neighborhoods.
<b>Goal 2: Partner with government, non-profit, and local organizations/agencies to incorporate bicycle and pedestrian policies in projects and facilities in the community.</b>
<b>Objective</b>
Objective 1: Continue to work with the Park District of Highland Park to improve pedestrian and bike connections to local parks and recreational facilities.
Objective 2: Work with the Village of Northbrook to extend the Lake Cook Road trail to the Skokie Valley Trail & other neighboring municipalities.
Objective 3: Work with the City of Highwood, the Village of Lake Forest, and the Town of Fort Sheridan HOA to increase connectivity and access to trails in northern Highland Park.
Objective 4: 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.
Objective 5: Work with the Illinois Department of Transportation to provide safe and efficient non-motorized access across US 41.
Objective 6: Continue to utilize BWAG and TAG as valuable stakeholder groups for feedback on non-motorized transportation infrastructure improvements.
Objective 7: Work with adjacent municipalities and regional transit agencies to promote and implement improved local and regional transit mobility and connections.
Objective 8: Engage stakeholder groups such as the local school districts and places of worship to find opportunities to improve non-motorized transportation connections.



**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**

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

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

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

Objective 4: Promote transit use and local access through station area improvements and micromobility.

Objective 4.1. Focus pedestrian improvements within a half-mile radius of Metra stations and bus routes.

Objective 4.2. Consider micromobility as an opportunity to increase non-motorized transportation options throughout the City.

Objective 5: Implement bicycle and pedestrian infrastructure improvements throughout the City as part of the Capital Improvement Program and Community Development project public benefits.

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

**Objective**

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

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

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

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

**Objective**

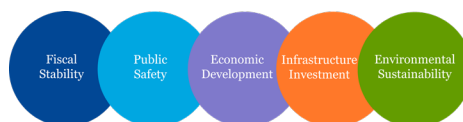
Objective 1: Launch a public safety campaign for people of all ages and all users of the road.

Objective 1.1: Consider using alternative signs where appropriate.

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

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

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



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

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

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

Objective 6.2: Pursue designation as a Walk Friendly Community.

