

**PUBLIC NOTICE**

In accordance with the Statutes of the State of Illinois and the Ordinances of the City of Highland Park, the next meeting of the City of Highland Park Transportation Advisory Group is scheduled to be held at the hour of 6:00 P.M. on Wednesday, March 18, 2026 in person at City Hall in the Council Chambers, 1707 St Johns Avenue, Highland Park, Illinois during which it is anticipated that there will be a discussion of the following:

**CITY OF HIGHLAND PARK  
TRANSPORTATION ADVISORY GROUP MEETING**

Wednesday, March 18, 2026 at 6:00 PM  
Highland Park City Hall, Council Chambers  
1707 St. Johns Avenue  
Highland Park, Illinois

**MEETING AGENDA**

**I. Call to Order**

**II. Roll Call**

**III. Approval of the Minutes**

- (a) Approval of the Minutes of the December 03, 2025 meeting of the Transportation Advisory Group.

**IV. New Business**

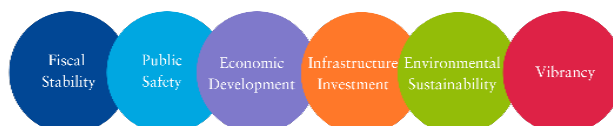
**V. Business from the Public**

**VI. Business from Transportation Advisory Group Members**

- (a) Continued Discussion of Bike Friendly Community Rating Target
- (b) Bicycle Activity Event Calendar for 2026
- (c) Skokie Bike Path Extension South Across Lake Cook Road Update
- (d) National Bike Month--May

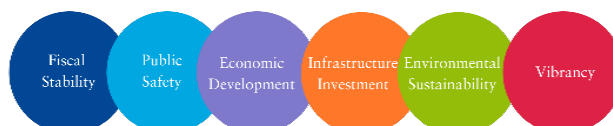
**VII. Business from City Staff**

- (a) 2026 Capital Improvement Plan Projects  
Upcoming Capital Improvement Plan Projects can be found on the City's website:  
<https://storymaps.arcgis.com/stories/9d2dac96d79241129eaa99cdf177e944>
- (b) Lake Cook Path - Skokie Valley Path to Chicago Botanic Garden Update  
Current status of the Lake Cook Path can be found at the following web address:  
<https://www.lakecountyl.gov/4635/Lake-Cook-Path---Skokie-Valley-Path-to-C>  
The project team has identified a preferred alternative for the Lake Cook Path, featuring a safe and comfortable facility for bicyclists and pedestrians to travel between the Skokie Valley Path and the North Branch Trail. Construction is currently targeted for 2029 pending funding, project readiness, and land acquisition. LCDOT hosted an open-house public information meeting to introduce the preferred alternative on February 5th, 2026, at the West Ridge Center.



- (c) **US-41 Pedestrian Bridge Project Next Steps**  
The Pedestrian Bridge was presented to the Committee of the Whole on February 9<sup>th</sup>, 2026. The design of the Pedestrian Bridge will be presented at the March 30<sup>th</sup>, 2026 Committee of the Whole Meeting.
- (d) **North Highlands Sidewalk Connection Update (Krenn/Hyacinth/Western)**  
Three options were presented to the residents for approval. Option #1 was selected and incorporated into the 2026 MFT design.

## **VIII. Adjournment**



**MINUTES OF A MEETING OF THE TRANSPORTATION ADVISORY GROUP OF  
THE CITY OF HIGHLAND PARK, ILLINOIS**

**MEETING DATE:** Wednesday, December 3, 2025

**MEETING LOCATION:** Conference Room – Lower Level, City Hall, 1707 St. Johns Avenue, Highland Park, Illinois

**I. CALL TO ORDER**

At 6:03 p.m., Chair Rossen called the meeting to order and asked City Engineer Manny Gomez to call the roll.

**II. ROLL CALL**

Members Present: Chair Rossen, Matthew Arbit, Daniella Floss, Jessica Hector-Hsu, Jakub Maximilian

Members Absent: Jessica Scott

Council/Staff Present: Director Ron Bannon, City Engineer Manny Gomez

**III. APPROVAL OF MINUTES**

- a. Approval of the Minutes of the September 17, 2025 meeting

Upon a vote, the motion passed unanimously with five ayes.

<b>RESULT</b>	<b>ADOPTED [UNANIMOUS]</b>
<b>MOVER:</b>	Member Hector-Hsu
<b>SECONDER:</b>	Member Maximilian
<b>AYES:</b>	Rossen, Arbit, Hector-Hsu, Maximilian, Floss
<b>ABSTAIN:</b>	None
<b>ABSENT:</b>	Scott

**IV. NEW BUSINESS**

- a. None.

## **V. BUSINESS FROM TRANSPORTATION ADVISORY GROUP**

### **a. MoveHP Implementation Follow-up, from the Planning Division**

Rossen and Hector-Hsu discussed this item. City Council Liaison Lidawer noted that agenda packet should contain attachments/documents that will be presented or discussed at meeting. Similar to how the packet is assembled for City Council meetings. The City will include these items in future TAG agenda packets.

### **b. Bicycle Activity Event**

Member Hector-Hsu mentioned items in the Calendar of Bicycle Events, which she assembled. Member Hector-Hsu provided a hard copy of the Calendar of events at the TAG meeting. Subsequent to the meeting member, Hector-Hsu emailed a PDF of the calendar to the City. The events are attached to these minutes. City Council Liaison Lidawer noted the City is proceeding with a regular 4<sup>th</sup> of July parade in 2026 and encourages families to ride as part of the parade.

### **c. Calendar Continued Discussion of Bike Friendly Community Rating Target**

Rossen noted we are working towards becoming a Silver Level for this item. Rossen contacted City Planner Hoffman and requested the application. Mr. Rossen is waiting for a response. The application is important for analyzing and understanding where the City can improve.

### **d. IDOT Improvements at Half Day Road Exit Ramp**

Rossen discussed problems at the US 41 northbound exit ramp to Half Day Road. Vehicles may not see or stop for pedestrians and cyclists using the crosswalk at this location. Rossen presented proposed solutions at a TMC meeting. The suggested improvements were sent to IDOT. Rossen noted IDOT made crosswalk signage improvements but did not relocate the stop bar as requested. Member Maximilian noted that this could be an enforcement issue as well as an engineering issue.

### **e. Complete Streets Cross-Training**

Rossen noted a lack of understanding of approved complete streets Policy and mentioned that cross training in this area may be beneficial. Rossen provided a handout at the TAG meeting. The handout notes Benefits of Complete Streets.

## **VI. BUSINESS FROM CITY STAFF**

### **a. Final 2026 Capital Improvement Plan**

Director Bannon informed TAG the budget for 2026 is approved by City Council. The budget provides a 10-year budget with a breakdown by fund. Rossen noted the budget document does not provide sufficient information to allow TAG to provide comments during development of the budget. Director Bannon noted that

there might be a better way to provide TAG with information. However, the City is not sharing draft or working documents such as the CIP template as this is an internal document used by staff during the budget preparation process and may lead to miss-information or confusion as it is a “work in-progress” document.

b. US-41 Pedestrian Bridge Project Overview

Staff provided TAG with an update on this project noting that Engineering continues to move forward, despite the large gap in funding needed to bring the project to construction. Mr. Portman stated historic issues associated with the bridge might provide opportunities to obtain additional funding. Staff noted that they were not aware of historic items that could provide more funding.

c. North Highlands Sidewalk Connection Update (Krenn/Hyacinth/Western)

Director Bannon provided an update on the possible construction of a new sidewalk. The City is reviewing impacts and coordinating with residents as it continues to review the possibility of constructing a new sidewalk. No comment from Mr. Portman.

d. Reminder of 2026 Meeting Dates: March 18, June 17, September 16, December 2

Rossen reminded all of the dates for TAG meetings in 2026.

## **VIII. BUSINESS FROM PUBLIC**

- a. Mr. Mark Portman noted that he may have comments for items on the agenda but would need to wait to have the items discussed at the meeting before deciding if he would provide comments. Council Liaison Lidawer recommended that Mr. Portman listen to each item and at the end of each item decide if he has comments. Mr. Portman agreed.

## **IX. ADJOURNMENT**

Prior to Adjournment Chair Rossen recognized member Hector-Hsu for her contributions, to TAG as this is her last meeting as a member of TAG.

Rossen asked for a motion to adjourn. Member Arbit motioned and Member Maximilian seconded the motion. Upon a unanimous voice vote, the meeting was adjourned at 7:59 pm.

## Q17 Please confirm the name of the community you are reviewing.

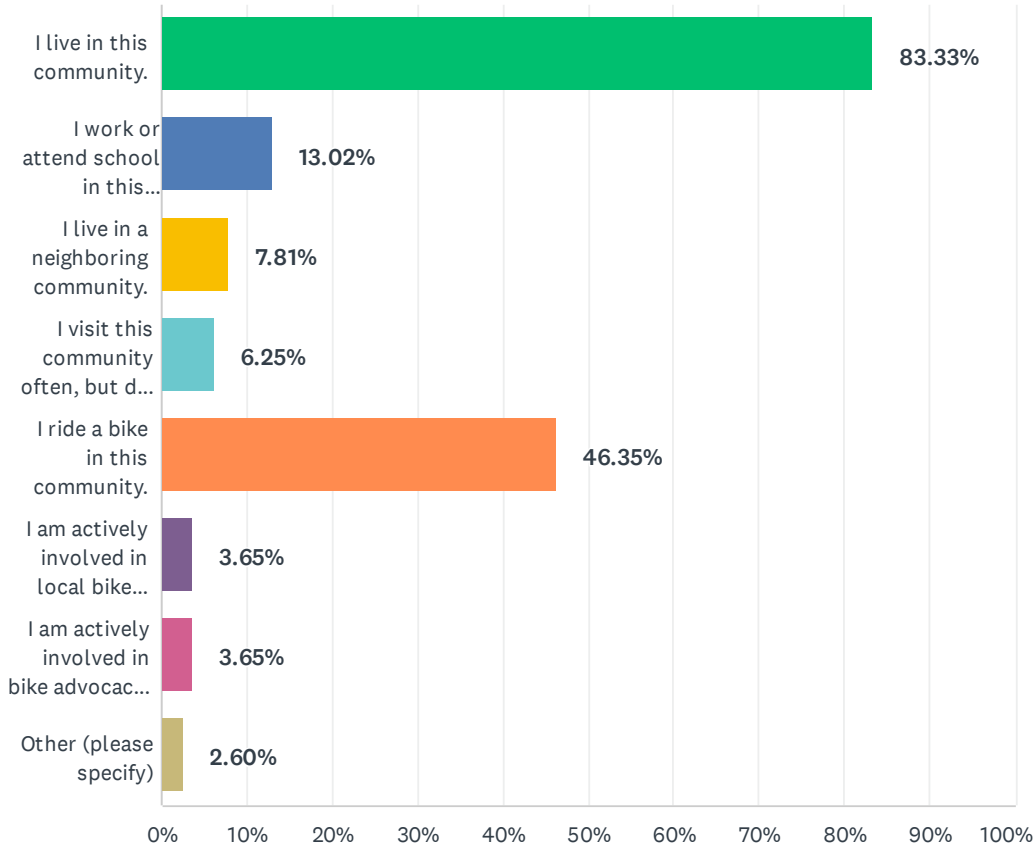
Answered: 193 Skipped: 0

ANSWER CHOICES	RESPONSES
Highland Park, IL	100.00% 193
TOTAL	193

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

### Q57 Which of the following options best describe your connection to this community? (Select all that apply.)

Answered: 192 Skipped: 1



ANSWER CHOICES	RESPONSES	
I live in this community.	83.33%	160
I work or attend school in this community.	13.02%	25
I live in a neighboring community.	7.81%	15
I visit this community often, but do not live there.	6.25%	12
I ride a bike in this community.	46.35%	89
I am actively involved in local bike advocacy within this community.	3.65%	7
I am actively involved in bike advocacy in the state or region where this community is located.	3.65%	7
Other (please specify)	2.60%	5
Total Respondents: 192		

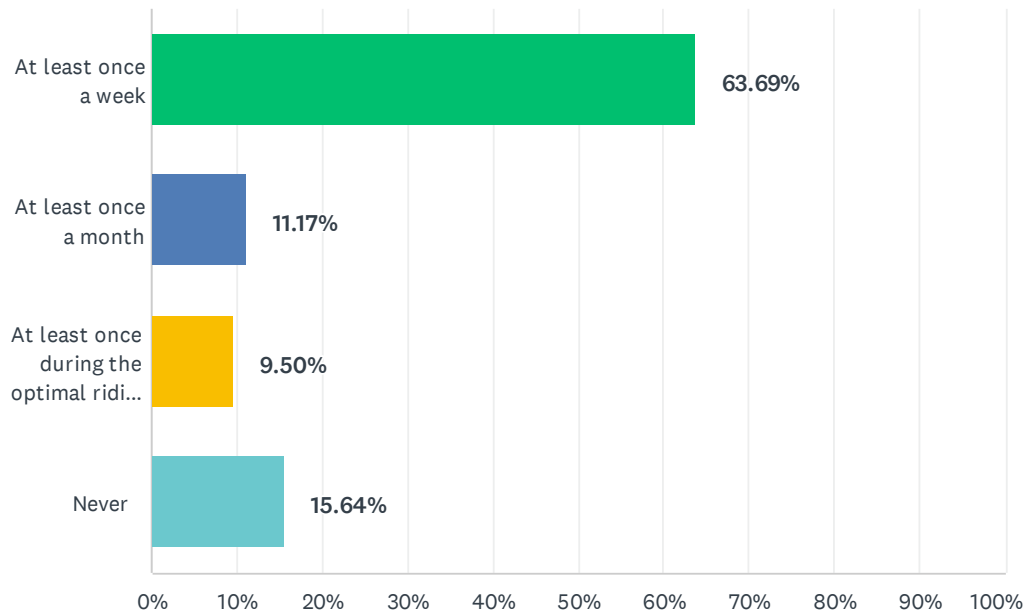
#	OTHER (PLEASE SPECIFY)	DATE
1	I was born and raised in this community	10/6/2024 10:03 PM

## 2024 Bicycle Friendly Community Public Survey

2	Part of a bicycle club that rides through Highland Park	9/27/2024 9:57 AM
3	Driver who is frustrated by bikers not following the laws.	9/12/2024 6:23 PM
4	I dodge,inconsiderate cyclists.	9/12/2024 3:45 PM
5	I love this community!	7/23/2024 9:14 PM

## Q58 On average during optimal weather, how often do you use a bicycle?

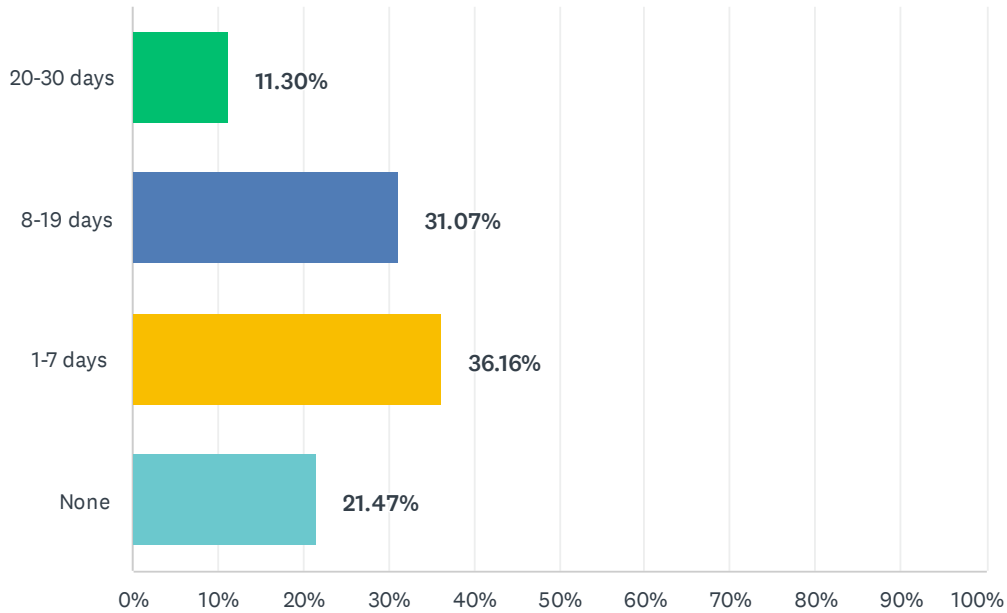
Answered: 179 Skipped: 14



ANSWER CHOICES	RESPONSES	
At least once a week	63.69%	114
At least once a month	11.17%	20
At least once during the optimal riding season(s)	9.50%	17
Never	15.64%	28
<b>TOTAL</b>		<b>179</b>

## Q59 Thinking about the past 30 days, about how many of those days did you ride a bicycle?

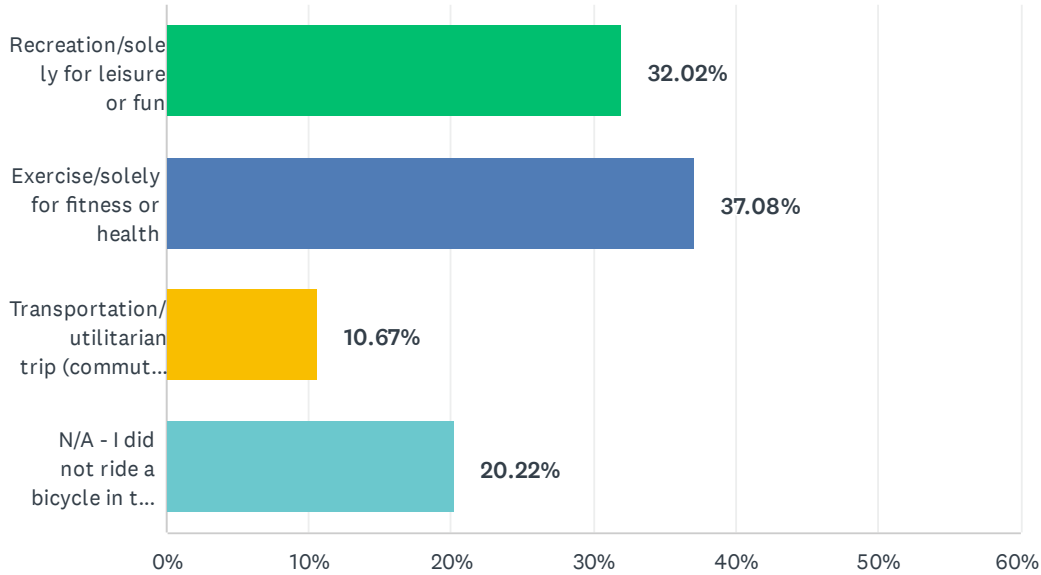
Answered: 177 Skipped: 16



ANSWER CHOICES	RESPONSES	
20-30 days	11.30%	20
8-19 days	31.07%	55
1-7 days	36.16%	64
None	21.47%	38
<b>TOTAL</b>		<b>177</b>

### Q60 If you rode a bicycle at least once in the past 30 days, what was the primary purpose for the majority of the trips you took?

Answered: 178 Skipped: 15

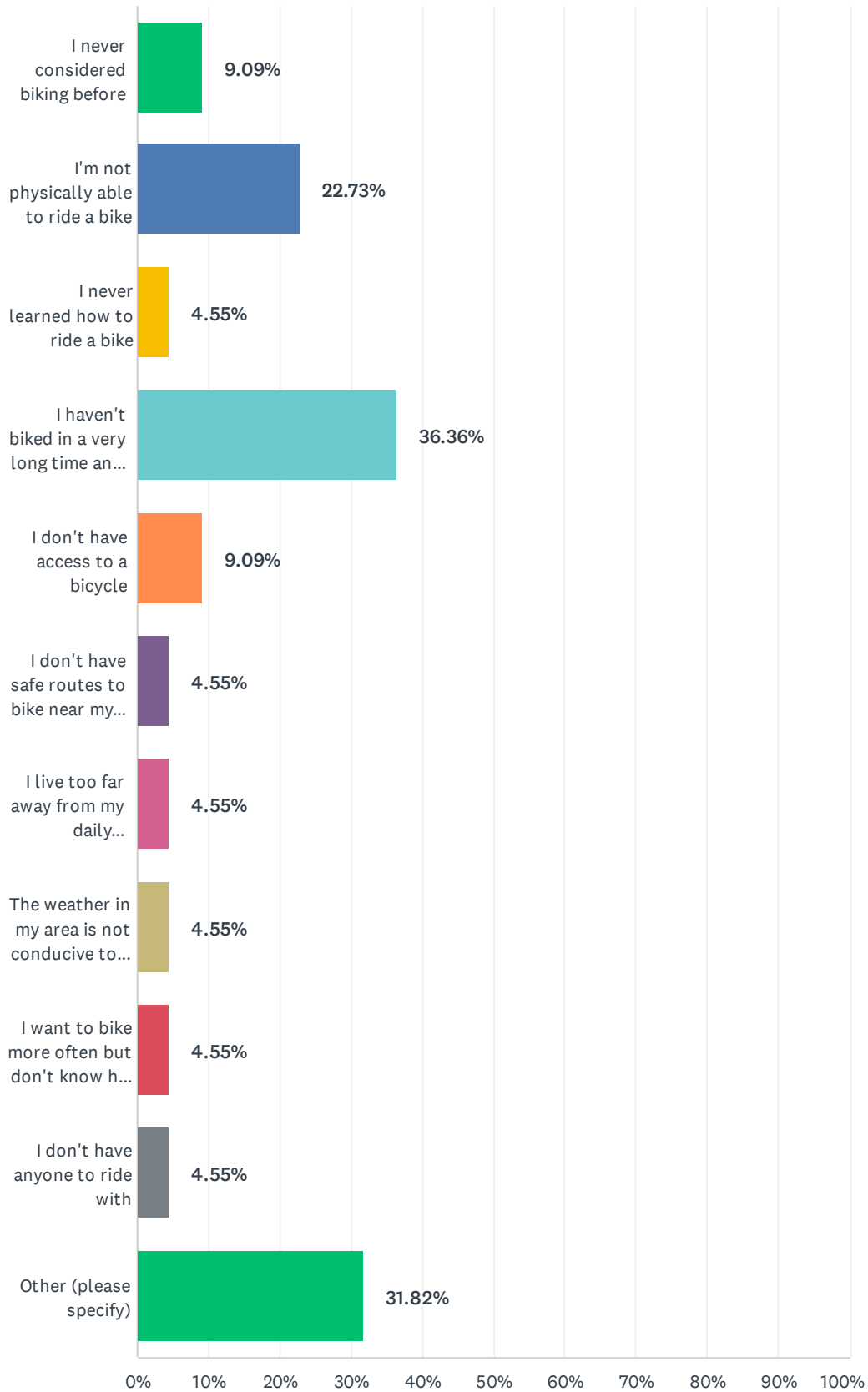


ANSWER CHOICES	RESPONSES	
Recreation/solely for leisure or fun	32.02%	57
Exercise/solely for fitness or health	37.08%	66
Transportation/utilitarian trip (commuting to work, running an errand, visiting a friend, etc.)	10.67%	19
N/A - I did not ride a bicycle in the past 30 days	20.22%	36
<b>TOTAL</b>		<b>178</b>

**Q61** If you answered "Never", what are the top 1-5 biggest barriers or challenges that prevent you from biking, or from biking more often?

Answered: 22 Skipped: 171

# 2024 Bicycle Friendly Community Public Survey



## 2024 Bicycle Friendly Community Public Survey

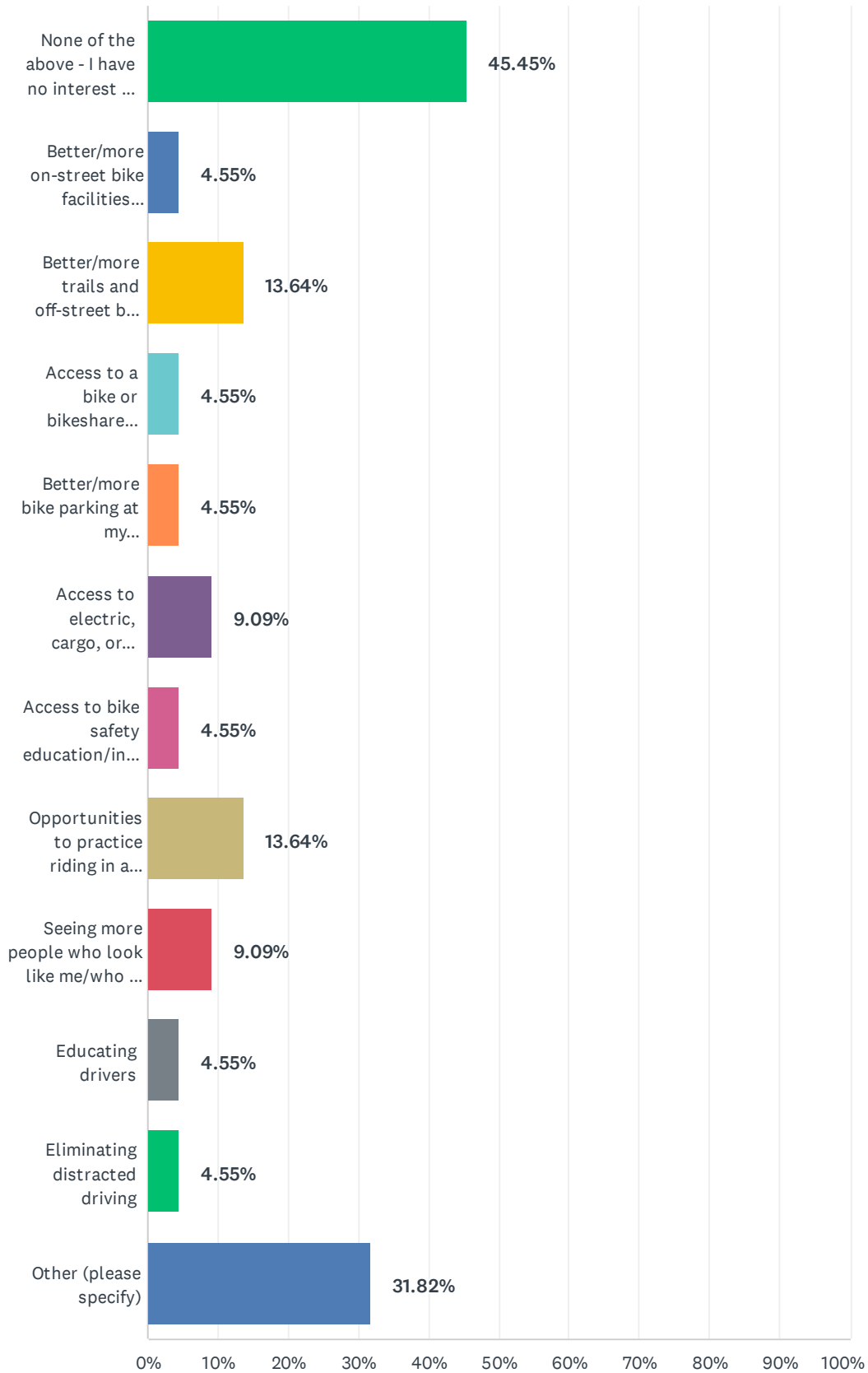
ANSWER CHOICES	RESPONSES	
I never considered biking before	9.09%	2
I'm not physically able to ride a bike	22.73%	5
I never learned how to ride a bike	4.55%	1
I haven't biked in a very long time and am not confident about riding again	36.36%	8
I don't have access to a bicycle	9.09%	2
I don't have safe routes to bike near my home or work	4.55%	1
I live too far away from my daily destination(s) to bike there	4.55%	1
The weather in my area is not conducive to bicycling (too hot, too rainy, etc.)	4.55%	1
I want to bike more often but don't know how to begin (choosing bike, selecting route, etc.)	4.55%	1
I don't have anyone to ride with	4.55%	1
Other (please specify)	31.82%	7
Total Respondents: 22		

#	OTHER (PLEASE SPECIFY)	DATE
1	I have other forms of recreational exercise	9/28/2024 2:08 PM
2	There are a lot of roads by me under construction.	9/26/2024 7:59 PM
3	Bicyclists frequently disregard the rules, often blowing through the intersection I live next to.	9/26/2024 3:22 PM
4	Bicyclists are a danger to everyone else on the road!	9/12/2024 3:42 PM
5	Bicycling should NOT be a considered by public policymakers	8/9/2024 7:45 PM
6	Don't like biking	8/9/2024 6:37 PM
7	I don't like bicycling	8/9/2024 5:08 PM

**Q62 What are the top 1-5 changes that would be most helpful in encouraging you to bike more often?**

Answered: 22 Skipped: 171

# 2024 Bicycle Friendly Community Public Survey



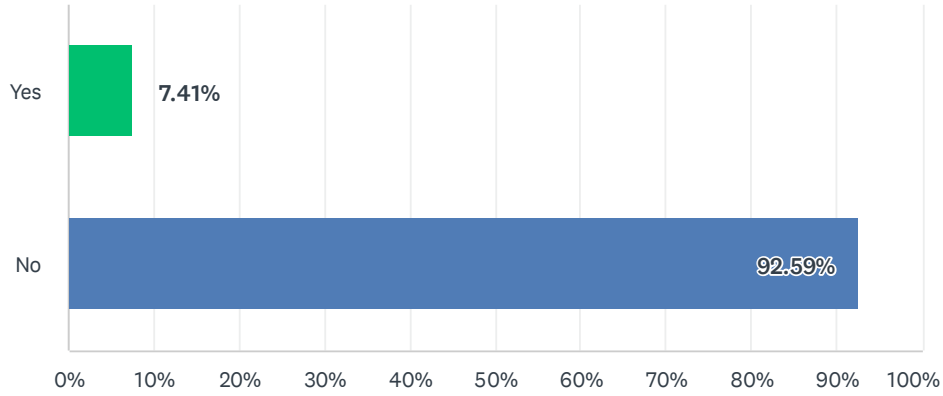
## 2024 Bicycle Friendly Community Public Survey

ANSWER CHOICES	RESPONSES	
None of the above - I have no interest in bicycling	45.45%	10
Better/more on-street bike facilities (bike lanes)	4.55%	1
Better/more trails and off-street bike paths	13.64%	3
Access to a bike or bikeshare program	4.55%	1
Better/more bike parking at my destination(s)	4.55%	1
Access to electric, cargo, or adaptive cycle options	9.09%	2
Access to bike safety education/instruction	4.55%	1
Opportunities to practice riding in a safe environment	13.64%	3
Seeing more people who look like me/who I can relate to riding bikes	9.09%	2
Educating drivers	4.55%	1
Eliminating distracted driving	4.55%	1
Other (please specify)	31.82%	7
Total Respondents: 22		

#	OTHER (PLEASE SPECIFY)	DATE
1	Too many non compliant cyclists.	10/13/2024 9:04 PM
2	No interest in riding a bike	9/27/2024 8:48 AM
3	Enforcement of street rules when bikers disregard them.	9/26/2024 3:22 PM
4	Take bike to bike paths. Stop road obstruction!	9/12/2024 3:42 PM
5	Bicycling should NOT be a considered by public policymakers	8/9/2024 7:45 PM
6	We have enough bicycle paths and too many bicyclists who don't follow the laws	8/9/2024 5:08 PM
7	Not physically able to bike anymore	7/22/2024 5:07 PM

### Q63 In the past five years, have you received any training in bicycling safety in this community?

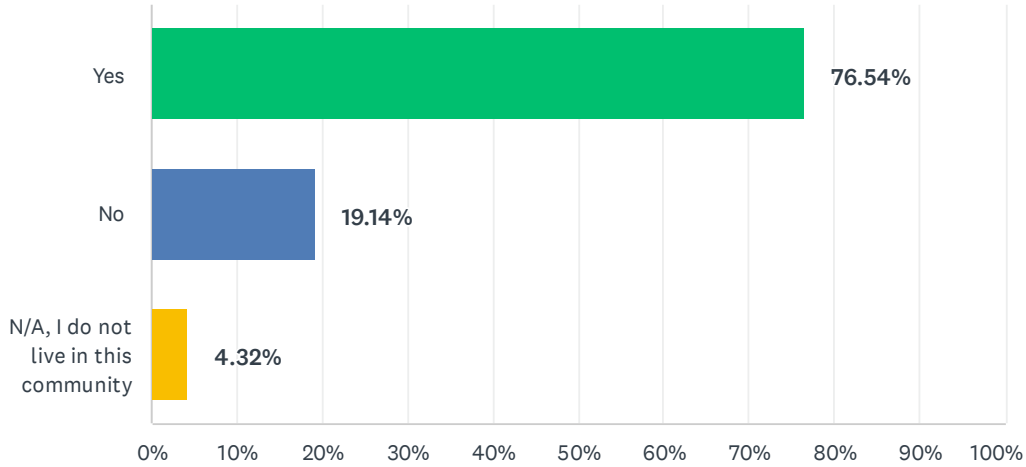
Answered: 162 Skipped: 31



ANSWER CHOICES	RESPONSES	
Yes	7.41%	12
No	92.59%	150
<b>TOTAL</b>		<b>162</b>

### Q64 Are bike paths (that is, paths away from the road on which bikes can travel) available within a quarter mile of where you live?

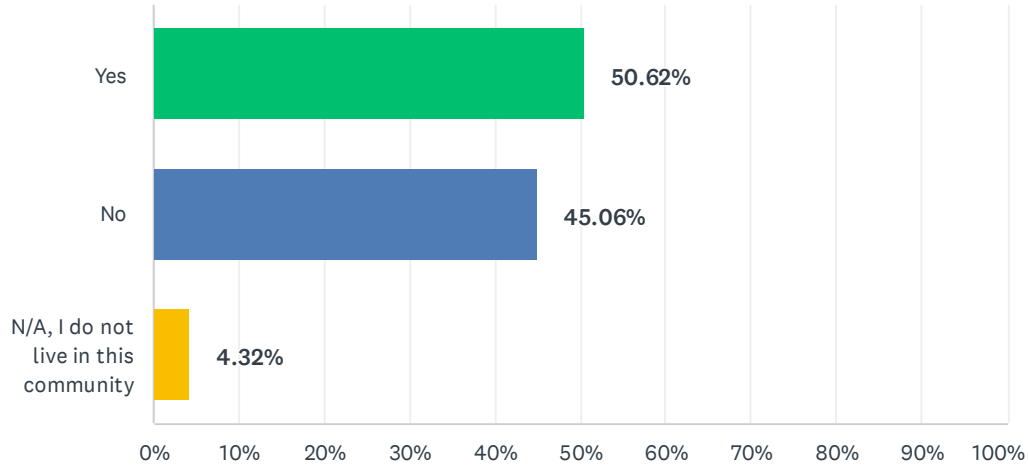
Answered: 162 Skipped: 31



ANSWER CHOICES	RESPONSES	
Yes	76.54%	124
No	19.14%	31
N/A, I do not live in this community	4.32%	7
<b>TOTAL</b>		<b>162</b>

### Q65 Are bike lanes (that is, marked lanes on a public road reserved for bikes to travel) available within a quarter mile of where you live?

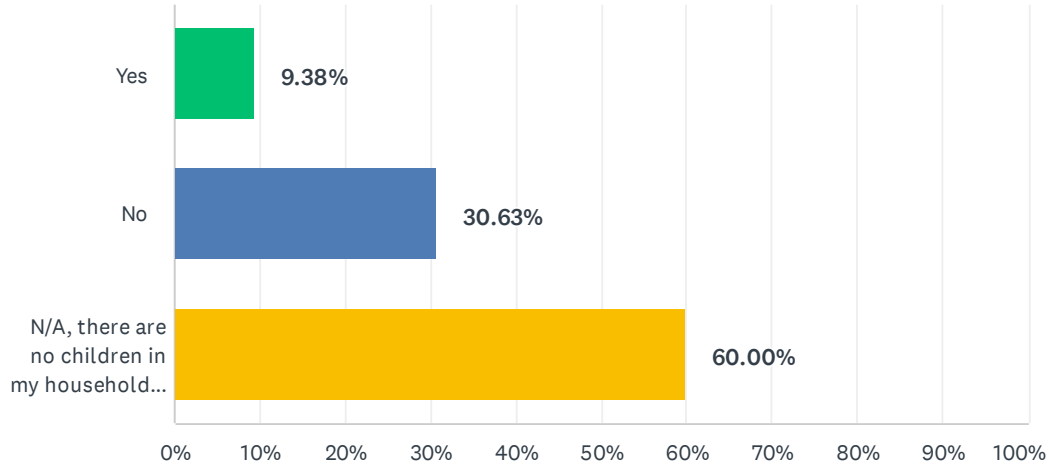
Answered: 162 Skipped: 31



ANSWER CHOICES	RESPONSES	
Yes	50.62%	82
No	45.06%	73
N/A, I do not live in this community	4.32%	7
<b>TOTAL</b>		<b>162</b>

**Q66 If your household includes any children who currently attend a K-12 school in this community, have they ever received in-school bicycling education from a school in the community?**

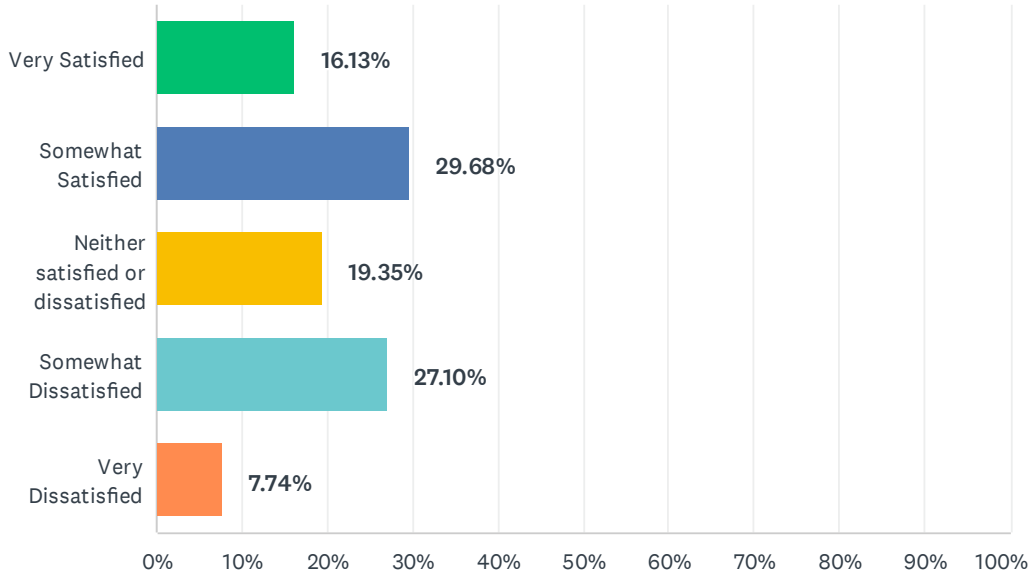
Answered: 160 Skipped: 33



ANSWER CHOICES	RESPONSES	
Yes	9.38%	15
No	30.63%	49
N/A, there are no children in my household who attend a K-12 school in this community	60.00%	96
<b>TOTAL</b>		<b>160</b>

## Q67 How satisfied are you with how this community is designed for making bike riding safe?

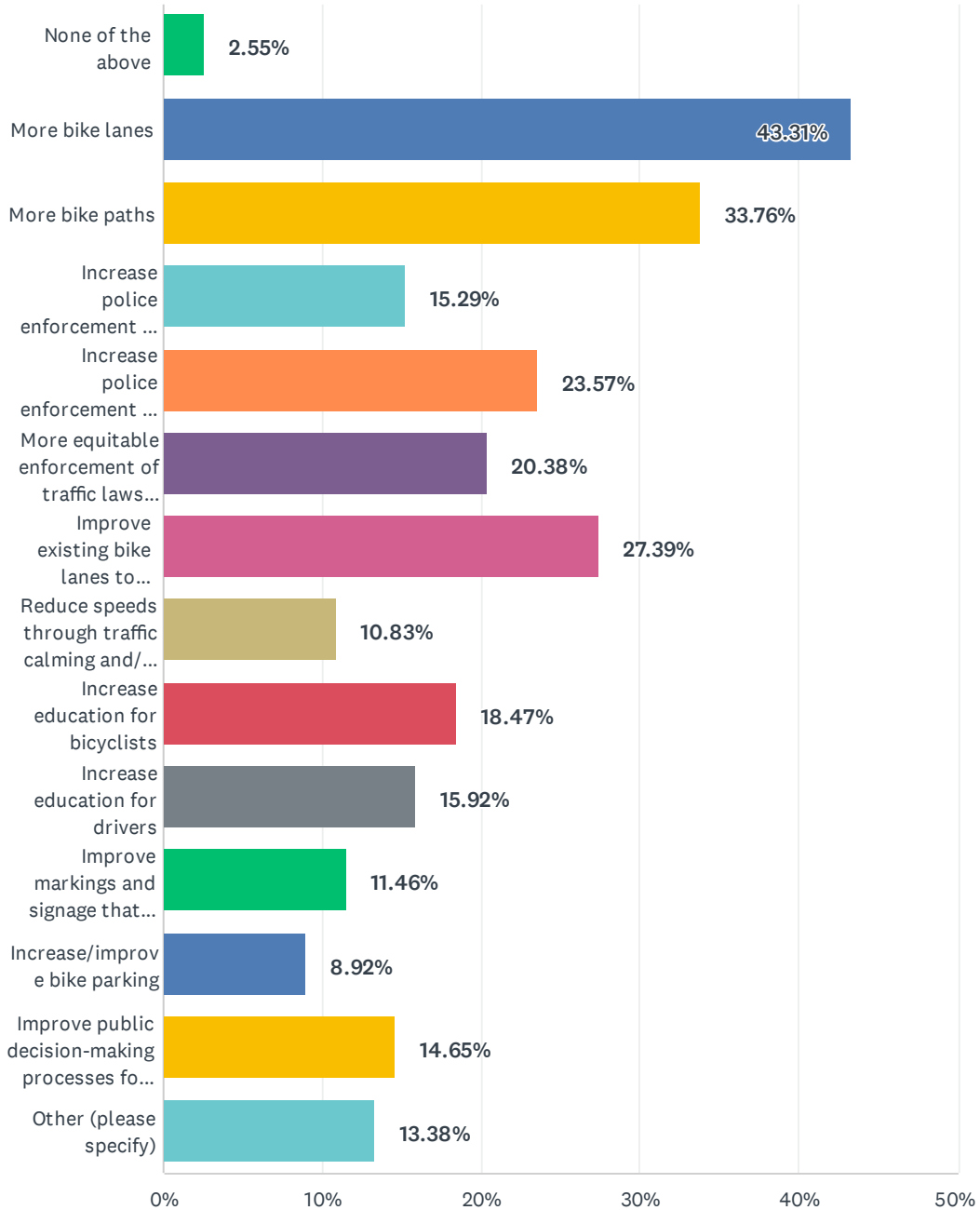
Answered: 155 Skipped: 38



ANSWER CHOICES	RESPONSES	
Very Satisfied	16.13%	25
Somewhat Satisfied	29.68%	46
Neither satisfied or dissatisfied	19.35%	30
Somewhat Dissatisfied	27.10%	42
Very Dissatisfied	7.74%	12
<b>TOTAL</b>		<b>155</b>

### Q68 What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists?

Answered: 157 Skipped: 36



## 2024 Bicycle Friendly Community Public Survey

ANSWER CHOICES	RESPONSES	
None of the above	2.55%	4
More bike lanes	43.31%	68
More bike paths	33.76%	53
Increase police enforcement of traffic laws for drivers	15.29%	24
Increase police enforcement of traffic laws for bicyclists	23.57%	37
More equitable enforcement of traffic laws for all roadway users	20.38%	32
Improve existing bike lanes to protected bike lanes	27.39%	43
Reduce speeds through traffic calming and/or road diets	10.83%	17
Increase education for bicyclists	18.47%	29
Increase education for drivers	15.92%	25
Improve markings and signage that direct people to safe bike routes	11.46%	18
Increase/improve bike parking	8.92%	14
Improve public decision-making processes for transportation improvements, including bicycling improvements	14.65%	23
Other (please specify)	13.38%	21
Total Respondents: 157		

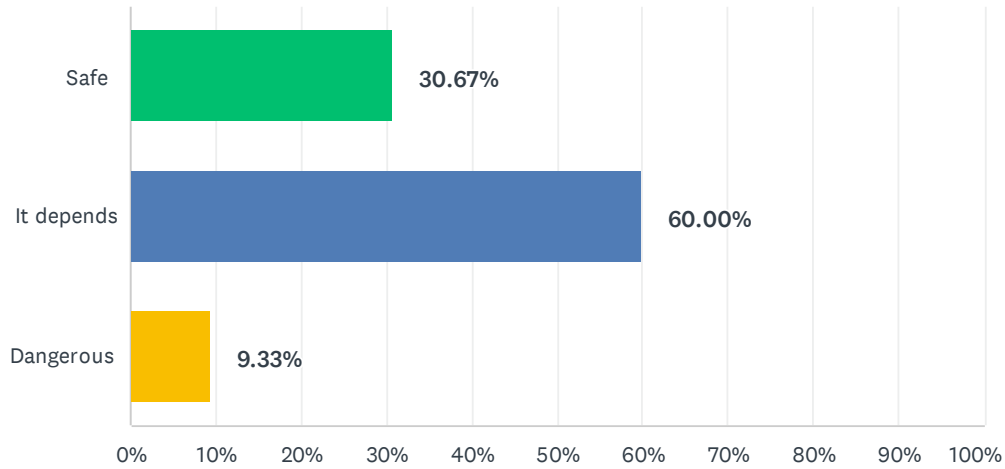
#	OTHER (PLEASE SPECIFY)	DATE
1	No more bike lanes!	10/19/2024 3:31 PM
2	Better road quality for designated bike routes in Highland Park. Some roads designed for bikes have dangerous holes and grooves from erosion.	9/28/2024 12:40 PM
3	Fix the major through streets vs low traveled ones	9/27/2024 10:58 PM
4	Improve bike path connectivity	9/27/2024 10:36 AM
5	Better pavement on streets used by cyclists	9/27/2024 10:00 AM
6	Improve the pavement on bike paths that has fallen into disrepair	9/26/2024 10:08 PM
7	Do not combine bike lane and car lane. Ex. Old Elm Rd.	9/26/2024 9:38 PM
8	Bikes following traffic rules. People not biking on heavily trafficked roads and increasing congestion.	9/26/2024 8:01 PM
9	Enforce speed limits and adherence to stop signs and traffic signals for all users of the roadways	9/12/2024 8:23 PM
10	Improve pavement and path surface quality. Our streets are dangerous, not because they are streets, but because they are in such poor condition,	9/12/2024 7:11 PM
11	There are no bike lanes in highland park. It is not a bicycle friendly city.	9/12/2024 4:37 PM
12	Increase pedectrian activated beacons where bike paths have to cross busy streets without a street light.	8/10/2024 7:20 AM
13	increase police enforcement of traffic violations by bicyclists	8/9/2024 7:48 PM
14	better maintenance of the trail	8/9/2024 7:09 PM
15	The bicyclists are taking over our communities and destroying our environment to their benefit.	8/9/2024 5:10 PM
16	encourage bike paths, not bikers on the roads with cars	8/9/2024 3:43 PM

## 2024 Bicycle Friendly Community Public Survey

17	The pedestrian bridge going over 41 from Old Deerfield Road to Fredrickson PI is very hard to bike over with a lot of dangerous turns. This is the only bridge to get from west Highland park, east and is very necessary!! I hope it could be improved.	8/9/2024 3:27 PM
18	bike paths along major highways and water ways to better commutite	8/9/2024 3:17 PM
19	Encourage bikers to use less traveled streets.	8/9/2024 2:36 PM
20	Perhaps some emergency or safety measures for those riding along on trails	8/9/2024 2:34 PM
21	pave existing gravel path to expand usage	7/23/2024 9:25 PM

## Q69 Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend?

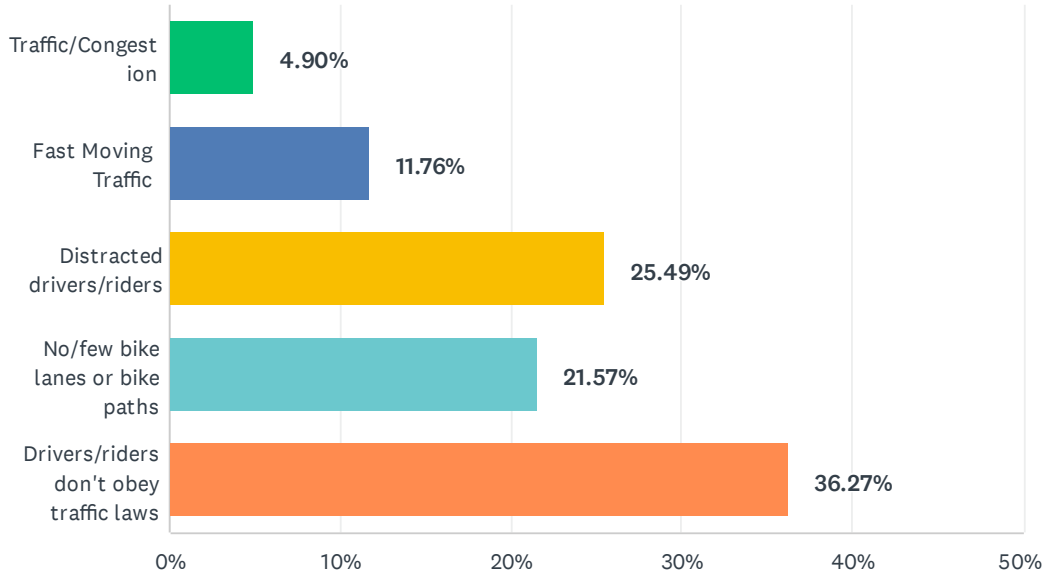
Answered: 150 Skipped: 43



ANSWER CHOICES	RESPONSES	
Safe	30.67%	46
It depends	60.00%	90
Dangerous	9.33%	14
<b>TOTAL</b>		<b>150</b>

### Q70 If you answered "dangerous" or "it depends" above, what is the TOP reason you feel it is dangerous to ride a bicycle in your neighborhood?

Answered: 102 Skipped: 91



ANSWER CHOICES	RESPONSES
Traffic/Congestion	4.90% 5
Fast Moving Traffic	11.76% 12
Distracted drivers/riders	25.49% 26
No/few bike lanes or bike paths	21.57% 22
Drivers/riders don't obey traffic laws	36.27% 37
<b>TOTAL</b>	<b>102</b>

## Q71 What specifically should the community do to become more bicycle-friendly? Please share your top 1-3 recommendations for the community to improve.

Answered: 101 Skipped: 92

#	RESPONSES	DATE
1	Increase the number of bike-only passageways, whether the passageway is a path separate from the road (eg trail), or a protected bike lane on a main road. Furthermore, these passageways should allow passageway east-west as well as north-south; currently there is only trail that goes north-south, and as it is on the east side of the city it limits convenience of safely traveling on bicycle.	10/6/2024 10:24 PM
2	More bike racks for parking and locking bikes	9/30/2024 12:43 PM
3	They need to have assigned bike paths away from streets. There are no sidewalks in my neighborhood so when walking my dog or with my kids, cyclists always almost ran us over. It is so painful and I honestly want them out of the streets	9/29/2024 10:05 PM
4	Separated bike lanes and connect the bike paths that both abruptly end	9/29/2024 9:21 PM
5	Dedicated bike lanes on roads the same as other towns have to make riding safer. Use of helmets should be mandatory	9/29/2024 4:32 PM
6	Give out more tickets for bikers that don't follow the rules of the road	9/29/2024 11:32 AM
7	Repair roads	9/28/2024 12:41 PM
8	awereness	9/28/2024 8:52 AM
9	More designated bike lanes.	9/28/2024 8:06 AM
10	Repave streets by far #1 Signage for drivers	9/27/2024 11:04 PM
11	Create more bike lanes on roads. Adequate existing roads to effectively be shared by cyclists and Motorists. Educate cyclists and Motorists.	9/27/2024 9:50 PM
12	Connect to other communities, especially all the way up and down the lakefront between Chicago and Kenosha, as well as all the way down Rte 41 to the city. Create bike friendly paths through the forest preserves and along the beach.	9/27/2024 6:59 PM
13	Enforce the laws protecting bicyclists with drivers who ignore, often dangerously pass, and intimidate riders.	9/27/2024 6:07 PM
14	Bicyclist need to follow the laws as well.	9/27/2024 2:35 PM
15	Better bike lines that are maintained. It is often difficult to ride in the bike lane because people park there, it's full of garbage, or in poor condition.	9/27/2024 1:17 PM
16	Improve the pavement on heavily cycled roard and marked bike routes	9/27/2024 10:39 AM
17	Traffic calming for cars, street improvements keeing in mind needs of pedestrians and bikes, as well as cars. Better maintained trails (currently some are crushed limestone, which gets very wet and messy when it rains). Need more marked bike lanes, not just random "sharrows" on select roads	9/27/2024 10:11 AM
18	Have cyclists and cycle groups follow the law and have some courtesy for drivers.	9/27/2024 8:21 AM
19	add bike lanes , speed change in downtown	9/27/2024 8:01 AM
20	Protected Bike lanes for downtown area in the routes that bicyclists frequent. City plans want to include bike lanes for routes that bicyclists rarely use.	9/27/2024 7:12 AM
21	The bicyclists need to follow the rules. They ride multiple bicyclists next to each other, don't	9/27/2024 6:37 AM

## 2024 Bicycle Friendly Community Public Survey

stop at lights or stop signs, go slower than the speed of traffic but occupy the road in a way you can't pass. Once on the bike path, all of my kids were to the right single file and a biker screamed at them to get out of his way. There's an entitlement and attitude in the biker community that is unsettling, aggressive, and dangerous.

22	In the busiest bike/car areas downtown, there aren't enough paths and bike lanes	9/27/2024 12:04 AM
23	More bike lanes Protected bike parking at transit stations Bike education of children/youth	9/26/2024 10:50 PM
24	There needs to be education to both bikers and drivers to share the roadways safely and watch out for each other.	9/26/2024 10:38 PM
25	Fill in some of the gaps in protected bike lanes. For example, along St. John's. Also, improve routes to access existing bike lanes and paths.	9/26/2024 10:32 PM
26	More dedicated lanes, spots to refill water (on the bike trails).	9/26/2024 9:55 PM
27	Enforce bike laws especially on the weekends. There are large group of bicyclists who act like they own the road.	9/26/2024 9:41 PM
28	Hold bicyclists accountable to the laws of the road	9/26/2024 9:27 PM
29	Enforce rules for both drivers and cyclists!	9/26/2024 9:25 PM
30	More enforcement of laws for riders and drivers	9/26/2024 9:05 PM
31	More bike paths and lanes	9/26/2024 8:51 PM
32	More bicycle infrastructure. The city in general is very anti-cycling.	9/26/2024 8:43 PM
33	We already have many bike paths. It feels adequate for the number of bikers I see out and the limited amount if the year the weather is conducive to biking.	9/26/2024 8:06 PM
34	Enforce traffic laws for bicyclists	9/26/2024 8:02 PM
35	Embrace the cyclist. They recently had a chance to add in bike lanes on Green Bay road but opted against it. Additionally, many of the bike paths such are not paved and can't be used in various weather. I	9/26/2024 5:35 PM
36	Adding more bike paths using public land or side streets - avoiding driveways and busy roads as much as possible	9/26/2024 4:32 PM
37	As specified on prior questions.	9/26/2024 4:25 PM
38	Improve the roads, widen the roads to make bike lanes.	9/26/2024 3:56 PM
39	There's a surprising lack of designated bike lanes on streets in Highland Park, IL. There's a fair amount of protected bike paths, but it's often difficult to locate any bike lanes on roadways.	9/26/2024 3:49 PM
40	Police should enforce both bad biking and bad driving. Both are a real problem here. Both are disregarding stop signs, for example.	9/26/2024 3:29 PM
41	More bike lanes	9/26/2024 3:14 PM
42	Protected bike lanes would do wonders. Maybe even some higher visibility events around biking. There was a stretch of anti biking people on Green Bay rd, and I really feel like that was discouraging to bikers.	9/26/2024 3:09 PM
43	Reduce number of bikers allowed in a contiguous group and assure that they follow traffic laws, including stopping at intersections.	9/26/2024 3:08 PM
44	We need a protected, separate bike path through the downtown. In the past, one could make their way through downtown through parking lots, but they redid the lots and now that is not possible. The marked bike "lane" through town is very dangerous.	9/26/2024 3:07 PM
45	Reduce transient road cyclists who cycle in large groups and disrupt traffic and local neighborly bicyclists	9/26/2024 2:45 PM
46	1. More protected bike lanes - our share the road situations are narrow and unsafe 2. Better signage and information directing cyclists to bike paths/protected lanes 3. Link bike paths:	9/14/2024 10:52 PM

## 2024 Bicycle Friendly Community Public Survey

currently the main north-south path through Highland Park and Highwood is broken through the center of the two towns, requiring riding along busy/congested streets.

47	Educate bikers and vehicle drivers of the laws	9/13/2024 3:18 PM
48	I know bike lanes were rejected on the south end of Green Bay, but we need them on the north end of town. The north end of Green Bay Rd is heavily used by cyclists going to work/school between HP and Highwood. Many of those cyclists use the sidewalk because traffic is moving fast on the street, which becomes dangerous and/or inconvenient for pedestrians. Adding bike lanes to this stretch would make the streets and the sidewalks safer for all.	9/13/2024 11:21 AM
49	Enforce traffic laws on the large bike groups that take over roads, and enforce stop signs for everyone (minimally make bikes slow down).	9/13/2024 12:20 AM
50	Continue to promote safe biking	9/12/2024 9:49 PM
51	Designated bike routes have road surfaces that are in terrible shape. Avoiding cracks and pit holes forces bikes left into car areas of lanes. Poor city leadership has attempted to prevent cycling on the major north-south artery as part of proposed resurfacing while neglecting a parallel roadway that is designated for cyclists	9/12/2024 8:34 PM
52	I don't have any idea. The group cyclers are so very aggressive, as well as the drivers. The paths are great, however.	9/12/2024 8:26 PM
53	Improve the quality of road and path surfaces	9/12/2024 7:14 PM
54	Enforcement of laws for bikers. I can't remember I saw a biker actually stop at a stop sign. They run red lights all the time.	9/12/2024 6:29 PM
55	Have bike lanes on busier streets Enforce the rules for all	9/12/2024 6:15 PM
56	Connect the existing bike path on the south side of the city to the McClory bike path on the North side. Trying to ride through the CBD of both highland Park and Highwood is very dangerous. Make better East/west connections on bike paths between the Skokie Valley Path and the McClory/Green Bay trail.	9/12/2024 5:21 PM
57	Add bike lanes	9/12/2024 4:38 PM
58	Add off street bike paths.	9/12/2024 4:29 PM
59	Need more bike lanes on the major streets Clear signage	9/12/2024 4:17 PM
60	more bike paths	9/12/2024 4:03 PM
61	More bike lanes on the major roads.	9/12/2024 4:00 PM
62	Enforcement of auto speed & traffic signals	9/12/2024 4:00 PM
63	traffic calming - the cars go super fast on my street and can be very rude to cyclists. the main bike path doesn't connect through the downtown area. there was a plan to put in a park where a parking lot was, but that was scrapped due to costs and it is maintaining an unneeded parking lot.	9/12/2024 3:48 PM
64	1. Join bike paths. There is a great path along Clavey, but it stops right where it is most dangerous for cyclists, where it crosses 41. 2. Cars pass cyclists unsafely on Sheridan Road. It was a missed opportunity when they resurfaced Sheridan last year that they didn't widen it more and add bike lanes. 3. Cyclists and motorists blow the stop sign at Sheridan and St. John's all the time, and cyclists blow the stop sign at St. John's and Roger Williams all the time. Enforce safe driving.	9/12/2024 3:47 PM
65	they have no plan for ebikes. they say no ebikes on the paths/trails, but there are not bike lanes on the roads.	9/12/2024 3:45 PM
66	Get bikes off the road now!	9/12/2024 3:45 PM
67	Bike lane on Sheridan road.	9/12/2024 3:44 PM
68	Better police traffic enforcement and license bikes since they use the roads like cars.	9/12/2024 3:39 PM
69	Protected bicycle lanes across Highland Park, or separate bike paths connecting the current bike paths. One must ride on city streets to get from bike path to bike path, and they are dangerous.	8/14/2024 2:57 PM

## 2024 Bicycle Friendly Community Public Survey

70	More Bike Lanes on Streets Better connections from existing bike paths. Better upkeep of bike paths.	8/12/2024 10:12 PM
71	Improve east/west cycling routes and connections into our immediate neighboring towns.	8/11/2024 8:48 PM
72	make better signs for drivers to slow down and yield to bikes crossing streets	8/11/2024 2:16 PM
73	Educate both cyclists and drivers on best ways to share the space aafely	8/11/2024 10:28 AM
74	Make sure that the sides of roads like linden avenue are in good shape so bikes can use the far side of the road and not the middle	8/11/2024 7:01 AM
75	Add east west bikeways linking the greenbay trail highway 41 trail and CBG Skokie lagoon trails	8/10/2024 1:00 PM
76	Lanes	8/9/2024 10:50 PM
77	Police citations for people rolling through stop signs (both bikes and cars) in downtown HP. Bike lanes on the road on streets leading to the major bike paths	8/9/2024 8:59 PM
78	de-emphasize bicycling	8/9/2024 7:50 PM
79	The trail could use maintenance. It's muddy and has large water puddles (across the trail) with just about any amount of rain.	8/9/2024 7:11 PM
80	1) More education for everyone using the roads - cars, trucks, cycles, walkers, etc 2) Protected bike lanes on larger roads and downtown 3) Enforce traffic laws for drivers as well as cyclists	8/9/2024 5:39 PM
81	Have cyclists ticketed if they don't follow the rules. Stop prioritizing bicyclists over the environment!	8/9/2024 5:12 PM
82	Bike lanes Ticket bikes for not stopping at stop signs	8/9/2024 4:36 PM
83	1. have the police actually enforce traffic laws; i.e. speed limit and teens/adults using phones while driving	8/9/2024 3:44 PM
84	More distinct bike lanes and connecting more of our bike paths (south of Lake Cook). Ridge is marked as a bike friendly street but it is a pretty narrow street so it can be scary to bike on with cars.	8/9/2024 3:31 PM
85	Distracted people on foot , bikes and cars need to share the roads, perhaps tickets for being distracted on foot and bikes as well as cars especially crossing the road, bikes and anyone on the road would be safer with lights and reflective wear at least, schools and rec departments giving directions on how to bike on a road, also, not having cars line up at the front of the schools would help those walking and biking	8/9/2024 3:31 PM
86	More bike paths but not sure how that would b done.	8/9/2024 3:24 PM
87	BIKE LANES and FIX THE ROADS. There are small images showing that a biker can ride there but they are not clearly defined for the bikers or drivers. It's difficult to stay near the curb when the park Ave w is covered is cracks and potholes.	8/9/2024 3:17 PM
88	Improve the East/west bicycle route across Highland Park. I live on the west side of 41, and to ride my bike to downtown Highland Park requires me to cross the treacherous and crumbling overpass that goes over the highway, then ride along heavily trafficked street (Central or Deerfield Road) with no bike paths.	8/9/2024 2:51 PM
89	Add bike lanes to Sheridan road and a protected path connecting the botanic garden path to where the bike path dead ends at a highway intersection on lake cook and Skokie	8/9/2024 2:47 PM
90	Conduct more safety programs	8/9/2024 2:40 PM
91	New to the community, if it's not done already, have days where the streets are shut down only for bike and foot traffic.	8/9/2024 2:39 PM
92	Enforce biking laws	8/9/2024 2:02 PM
93	at least one best practice bicycle lane (separated, protected, painted). Better connection from east to west HP. Crossing from Skokie Valley bike path across 41 is challenging. Painted bike lane, or other bike measures would help to make it feel more inviting for bikes to move	8/7/2024 9:55 AM

## 2024 Bicycle Friendly Community Public Survey

between east and west. Biking west on Clavey across 41 is not welcoming, this is disappointing because of the wonderful bike friendly path on the East side of Clavey. Connect East and West HP!

94	Add protected bike lanes or paths	7/26/2024 9:14 PM
95	1. pave the gravel path 2. Bike lanes on Green Bay Road 3. Increase signage to "stop for pedestrians"	7/23/2024 9:41 PM
96	More bike lanes on Sheridan. Sidewalk on Sheridan road from Ravinia to Rosewood Beach. Bike lanes on Greenbay.	7/23/2024 9:26 AM
97	Continue to incentivize cycling as a means of transportation.	7/22/2024 8:08 PM
98	Enforce rules of the road for bicyclists. Create bike paths away from busy traffic areas. Limit the number of bicyclists who travel in large packs and create hazards for pedestrians in the neighborhoods.	7/22/2024 5:16 PM
99	Definitely more bike lanes and bike paths.	7/22/2024 5:07 PM
100	Traffic enforcement is a major dilemma. Cyclists are disproportionately targeted due to complaints and visibility. Police do not prioritize enforcement of traffic safety towards cyclists. I do not believe a ticket has ever been written for the 3-foot passing rule. Highland Park as a home rule community should consider the "stop-as-yield" law even in advance of the State passing it. This would solve much of the traffic challenge, however it would require significant education. Education in general continues to be a priority and a challenge. Despite ever-increasing numbers of cyclists, drivers in Highland Park tend to be impatient and entitled - towards other drivers as well as towards pedestrians and cyclists.	7/22/2024 4:49 PM
101	Police enforcement of motorist illegal activities (speeding, illegal passing, stop signs) Bring our Complete Streets Policy to life Hire a Bike/Ped Manager Get an Idaho type law passed	7/22/2024 4:16 PM

**Q72 Please share the top 1-3 specific hazards or barriers to cycling that you are aware of that should be addressed immediately. e.g. an unsafe road/ intersection, lack of secure bike parking at a specific popular destination, and harsh enforcement practices, etc.**

Answered: 94 Skipped: 99

#	RESPONSES	DATE
1	Narrow/absent sidewalks on streets with no bike lane (which is pretty much every street in HP), lack of paths/trails that go east-west	10/6/2024 10:24 PM
2	Lack of secure parking	9/30/2024 12:43 PM
3	Cyclists do not obey laws, they usually ride in a flock and they are all rude, do not obey laws and since there aren't any sidewalks, we have to share the street with cyclists who cannot obey anything, walkers and cars. It is dangerous all around	9/29/2024 10:05 PM
4	Lack of protected bike storage like they have in Netherlands, protected bike lanes in places heavily used by cyclists. Stop wasting money on street stickers identifying a road as bike line which is worthless	9/29/2024 9:21 PM
5	Helmets should be compulsory	9/29/2024 4:32 PM
6	Uneven and hole filled pavement in the routes designated for bikes.	9/28/2024 12:41 PM
7	talk on the phone	9/28/2024 8:52 AM
8	Down town marked bike lanes.	9/28/2024 8:06 AM
9	Repave Park Avenue-major East/West route Repave St John's near HS	9/27/2024 11:04 PM
10	Aggressive Motorists. Lack of bike lanes on roads. Government failing to develop safer roads to cyclists by lacking knowledge regarding the benefits of bike lanes on the roads.	9/27/2024 9:50 PM
11	Some routes are limited because they end in very dangerous traffic conditions. Some paths are not well-maintained. Old Elm is a bike route with just the worst shoulders and pavement. Please fix!	9/27/2024 6:59 PM
12	HP has roads marked as bike lanes that are not rideable due to terrible road quality. The main bike lane past HP high school is a disaster of potholes. Same as you go towards Ravinia. There is literally a group fighting AGAINST bike lanes on repaving roads like Green Bay.	9/27/2024 6:07 PM
13	Aggressive or distracted motorists.	9/27/2024 1:17 PM
14	Poor pavement on Linden from Central to Maple, poor pavement on St. Johns, poor pavement on Sheridan Road north of Lake Cook Road	9/27/2024 10:39 AM
15	Downtown area has heavy traffic, lots of on-street parking. It's stressful at times just driving in downtown HP, much less riding a bike.	9/27/2024 10:11 AM
16	The intersection of Old Elm Road and Sheridan Road the southbound bike trail ends into a parking lot right onto the street. So many cyclists don't realize that there is a street with lots of car traffic with a blind turn. Sometimes cyclist pop out still going fast out of the trail so it is dangerous for the cyclists. There have been many almost accidents there. I think signage for cyclists would be helpful.	9/27/2024 8:21 AM
17	central st john intersection	9/27/2024 8:01 AM
18	Downtown. St. John's and Central.	9/27/2024 7:12 AM
19	Our neighborhood is circular and has no sidewalks. My kids bike almost every day is nice weather, and we can't let them bike along bc of the dangers in our neighborhood.	9/27/2024 6:37 AM

## 2024 Bicycle Friendly Community Public Survey

20	Dangerous car drivers	9/27/2024 12:04 AM
21	No bike lanes on Greenbay Rd Limited secure protected bike parking at transit stations	9/26/2024 10:50 PM
22	Other bikers who travel in large packs and are aggressive. Drivers who don't understand how to share the roadways. Potholes in older roadways.	9/26/2024 10:38 PM
23	Exposure to distracted drivers.	9/26/2024 10:32 PM
24	driver awareness	9/26/2024 9:55 PM
25	Bad streets - poor surface	9/26/2024 9:41 PM
26	Bicyclists disrespect road signs and they treat the roads as theirs Limited use of Green Bay Trail. Overcrowding on St Johns and Sheridan Roads	9/26/2024 9:27 PM
27	No (NO!) enforcement of traffic rules. Paths don't connect and often end in traffic. Packs of cyclists are just as bad, maybe worse, than inconsiderate drivers.	9/26/2024 9:25 PM
28	None	9/26/2024 9:05 PM
29	Green Bay Road is not safe for bikes	9/26/2024 8:51 PM
30	Major North-South routes are extremely hazardous. Sheridan Rd, St Johns, Green Bay. All terrible.	9/26/2024 8:43 PM
31	Bikers not following traffic laws, bikers riding in large groups and blocking traffic, lots if road construction in the area.	9/26/2024 8:06 PM
32	Bicyclist don't follow rules of the road and go through stop signs without stopping	9/26/2024 5:50 PM
33	Cars do not give enough space, most paths are not paved and shouldn't be used. Additionally around ravinia the bike ability is zero.	9/26/2024 5:35 PM
34	There needs to be a bike path on the south side of lake cook road adjacent to the botanic garden. There is ample room for one - the botanic gardens have fencing around their property but there is easily 15-30 ft of unused and often maintained land adjacent to the road from the 41 overpass east to the light at the botanic where the existing bike path starts.	9/26/2024 4:32 PM
35	As specified on prior questions. Additional bike parking would also help.	9/26/2024 4:25 PM
36	Old elm road/Everett road is too narrow at some points	9/26/2024 3:56 PM
37	Someone was killed recently while cycling at corner of Deerfield Rd and Piccadilly Rd. Deerfield Rd seems very dangerous to ride a bicycle on. Would be beneficial to have designated bicycle lane on Deerfield Rd.	9/26/2024 3:49 PM
38	- biker and driver adherence to street signs - lack of dedicated biking lanes - lack of electric scooters/bikes and parking for people who are not in shape yet for traditional bikes	9/26/2024 3:29 PM
39	Weather and lighting	9/26/2024 3:14 PM
40	There are "sharrows" on most of the bike lanes. Dedicated protected bike lanes would be huge. I'd love to bike from the lake to the rec center, or to the pool, but those routes are kind of scary to ride. Deerfield road is a nightmare for bikers.	9/26/2024 3:09 PM
41	Large groups of bikers make it impossible for drivers to safely pass and bikers ignoring stop signs are at risk of being hit by vehicles or hitting pedestrians.	9/26/2024 3:08 PM
42	Pavement is crumbling, causing cyclists to risk falling due to hitting potholes, or causing them to swerve into traffic. Would also like to see more bike parking in town.	9/26/2024 3:07 PM
43	Inadequate enforcement of traffic rules for cyclists	9/26/2024 2:45 PM
44	1. Many "share the road" roads are narrow, congested, and have damaged pavement on the right side where bikes are expected to be. 2. Lake-Cook Rd between the Skokie Valley trail and the Botanic Garden does not have a safe path, requiring bikes to ride on the sidewalk. 3. The Skokie Valley train ends at Lake-Cook, so there is no safe route from Highland Park to Northbrook.	9/14/2024 10:52 PM
45	Bikers ignoring stop signs, road lights and even railroad crossing gates. Vehicle drivers not providing bikers space (share the road).	9/13/2024 3:18 PM

## 2024 Bicycle Friendly Community Public Survey

46	Cars not stopping at stop signs all across town, crossing US41	9/13/2024 12:20 AM
47	To connect from North Shore Trail to the "bunny" trail requires cyclists to ride along Lake Cook and cross 41. Unsafe. No bike parking at Highland Park Hospital. Cyclists on St Johns often ride in large groups and take over the lane. Unsafe for them and car traffic	9/12/2024 9:49 PM
48	Greenbay road is not safe for biking	9/12/2024 9:02 PM
49	Most bike routes are not safe due to poor road surface including streets that lead to the high school (Linden) and streets that lead to the high school football stadium (Park). St John's road is in terrible shape and forces riders and cars to share the same part of the lanes.	9/12/2024 8:34 PM
50	Cars and other cyclists.	9/12/2024 8:26 PM
51	Poor pavement and gravel path surface quality that causes bikers to have to weave to avoid hazards (large cracks, potholes, etc.). The Green Bay trail has very poor drainage, making it unusable (or at a minimum very muddy) for several days after rain.	9/12/2024 7:14 PM
52	Lack of law enforcement for bikers.	9/12/2024 6:29 PM
53	Safe bike lanes on busy roads	9/12/2024 6:15 PM
54	Old Elm Road is too narrow and only has Sharrows but is indicated as a bike route. Very dangerous to ride along.	9/12/2024 5:21 PM
55	Drivers are reckless, inattentive, and unskilled in Highland Park in a notable difference from other communities. I'm not sure what it is about Highland park that is responsible for why there are so many especially bad drivers there, but you don't see it in other north shore towns.	9/12/2024 4:38 PM
56	I do not feel safe riding on any streets.	9/12/2024 4:29 PM
57	Not enough bike lanes	9/12/2024 4:17 PM
58	clavey road from skoikie bike path to new bike path on the south side of Clavey Road	9/12/2024 4:03 PM
59	No comment.	9/12/2024 4:00 PM
60	Auto drivers do not adhere to traffic laws such as stop signs. I assume cars will not stop or drive posted speed limit.	9/12/2024 4:00 PM
61	parents are afraid of traffic / bad drivers. There is no attractive E-W route connecting two major N-S bike paths.	9/12/2024 3:48 PM
62	I think it is appropriate for a group of cyclists to go through an intersection together, provided it is safe and their turn. I wouldn't ever drive my bike on Green Bay Road. The road quality is terrible for bikes, and there is not enough space. That said, there are two trails that run parallel to GBR, so lanes are unnecessary.	9/12/2024 3:47 PM
63	poor road conditions where riders ride, minimal bike lanes, minimal signage	9/12/2024 3:45 PM
64	Bike riders don't follow traffic rules. They are dangerous to everyone.	9/12/2024 3:45 PM
65	Poor police enforcement of both traffic and bike laws	9/12/2024 3:39 PM
66	Bad driving in HP goes unchecked. Riding a bike through downtown HP is difficult and dangerous.	8/14/2024 2:57 PM
67	Not enough bike paths and bike lanes Neighbors prohibiting bike lanes	8/12/2024 10:12 PM
68	Deerfield road is supposed to be a bike friendly connection to Deerfield, but it is not; only fast road riders should be in the road there, all others should be on the narrow sidewalk.	8/11/2024 8:48 PM
69	cars don't yield to bikes and make it dangerous	8/11/2024 2:16 PM
70	Linden avenue between Sheridan and park avenue. 2- Green Bay trail should have layer of limestone on it to avoid muddy ruts.	8/11/2024 7:01 AM
71	Our downtown is missing bikeway and bike parking. No east west routes for bikes. Cars act like they have a monopoly of the roadways	8/10/2024 1:00 PM
72	Cyclists do not ride 2 abreast especially on St Johns. They use the entire road on their riding side. The large groups do not stop or slow down at stop signs.	8/10/2024 5:54 AM

## 2024 Bicycle Friendly Community Public Survey

73	Crummy roads	8/9/2024 10:50 PM
74	bicyclists do NOT honor traffic signs	8/9/2024 7:50 PM
75	Enforce road rules for cyclists. Many do not obey traffic signs/lights and ride abreast, taking up the entire lane. They can be a hazard to drivers, pedestrians and cyclists who do follow the rules.	8/9/2024 7:11 PM
76	1) Blind corner at Beech Street and Wade 2) Blind corners along Claveley at western end of new bike path 3) Protected bike lane or at least better marking along Sheridan Road	8/9/2024 5:39 PM
77	Unsafe bikes on Sheridan Road Not obeying stop signs and traffic signals	8/9/2024 4:36 PM
78	cars not stopping in crosswalks. distracted , texting drivers, non-existent police enforcement of moving violations	8/9/2024 3:44 PM
79	The bridge going over 41 from Old Deerfield Rd to Fredrickson Pl	8/9/2024 3:31 PM
80	Old Elm road to share the road is very skinny and it seems car drivers really don't know how to slow down behind or pass appropriately, I think car drivers need education on how to prioritize answering their phone and sharing the road with road bikes and walkers	8/9/2024 3:31 PM
81	Drivers coming too close to cyclists, not looking when open doors. Cyclists riding in packs not obeying traffic laws.	8/9/2024 3:24 PM
82	Potholes and updated bike signage west bound on park Ave w.	8/9/2024 3:17 PM
83	The path across 41 (the overpass). Lack of East/west safe paths / lanes on Central.	8/9/2024 2:51 PM
84	No bike lane on Sheridan or lake cook	8/9/2024 2:47 PM
85	Marked bike trails need better maintenance or full redo (Painters Lake Rd to Deerfield HD is easy example).	8/9/2024 2:39 PM
86	Clavey Rd over 41 Park Ave crossing at 41 Bike Parking is not consistent and challenging. Consider more off sidewalk parking.	8/7/2024 9:55 AM
87	Bike lanes on major thoroughfares	7/26/2024 9:14 PM
88	passage thru/to business district	7/23/2024 9:41 PM
89	No bike lanes to the very popular Rosewood beach.	7/23/2024 9:26 AM
90	Lack of "Complete Streets".	7/22/2024 8:08 PM
91	Cyclists should be cited for blasting through intersections and crosswalks where pedestrians walk. I never see police patrols during the times these cyclists drive through the neighborhood. There are 20-30 riders every Saturday and Sunday morning. I see them regularly and they are dangerous.	7/22/2024 5:16 PM
92	Cars being distracted and not caring about cyclists.	7/22/2024 5:07 PM
93	No actual bike lanes anywhere in town. Sharrows are not meaningful. Design roads and road surfaces to support cycling. Many arterial roads are fine for driving but in terrible shape for 25 mm tires from bicycles. Distinguish between enforcement that matters and enforcement that exists because of the law.	7/22/2024 4:49 PM
94	Motorist distractions, speeding, illegal driving activities Bad road surfaces (e.g., holes, cracks, no shoulder) Uneducated motorists	7/22/2024 4:16 PM

## Q73 Please share up to 3 current community efforts that are deserving of praise.

Answered: 73 Skipped: 120

#	RESPONSES	DATE
1	Traffic calming redesign on a section of Second Street, some new/extra bike racks downtown	10/6/2024 10:24 PM
2	Drivers are aware for the most part and courteous to bicyclists	9/30/2024 12:43 PM
3	None	9/29/2024 10:05 PM
4	They don't deserve praise it's shit	9/29/2024 9:21 PM
5	Some good bike routes	9/29/2024 4:32 PM
6	Not sure because I'm not a resident	9/28/2024 12:41 PM
7	bike lines	9/28/2024 8:52 AM
8	Highland Park Strong!	9/28/2024 8:06 AM
9	I believe they are considering extending the 41 path farther down, which would be great. I love the other paths, and am grateful we have so many options.	9/27/2024 6:59 PM
10	Attempts to include bike lanes in repaving efforts.	9/27/2024 6:07 PM
11	HP has bike lanes on many roads, that's a great start.	9/27/2024 1:17 PM
12	Very good bike route markings	9/27/2024 10:39 AM
13	Many bike trails available	9/27/2024 8:21 AM
14	new paved roads are great	9/27/2024 8:01 AM
15	Including safe roads for vulnerable road users in new construction but I feel it's only due to funding avail thru the state. Otherwise None because they are not publicized.	9/27/2024 7:12 AM
16	Nice paths away from busy areas	9/27/2024 12:04 AM
17	Bike improvements along Clavey lane Ongoing street marking and signage program	9/26/2024 10:50 PM
18	The efforts to make a bike path on Green Bay Road got very contentious and no progress was made. The effort to bring an east/west access on Lake Cook Road is a good one.	9/26/2024 10:38 PM
19	The Preserve is a wonderful place to bike. There are many safe places to bike.	9/26/2024 10:32 PM
20	Resurface of the black top throughout the city, the cleanliness of the bike trails	9/26/2024 9:55 PM
21	Highland Park, Highwood	9/26/2024 9:41 PM
22	Bike paths, new bike parking, bike lanes	9/26/2024 9:05 PM
23	City has improved signage for McClury bike path	9/26/2024 8:51 PM
24	Trying to get an extension from BotanicGardens to Skokie path, but not sure it will be successful.	9/26/2024 8:43 PM
25	NA	9/26/2024 8:06 PM
26	They have two shared bike paths	9/26/2024 5:35 PM
27	The improvements on clavey rd for bicycles is very nice	9/26/2024 4:32 PM
28	There is a strong effort on the part of a minority to make improvements.	9/26/2024 4:25 PM
29	None	9/26/2024 3:56 PM

## 2024 Bicycle Friendly Community Public Survey

30	N/A	9/26/2024 3:49 PM
31	- that's cool more people are enjoying biking lately - bikers are overall polite to drivers	9/26/2024 3:29 PM
32	The effort to get liquor license holders, able to hold public office	9/26/2024 3:14 PM
33	Love the new signage for Robert mcclory bike path.	9/26/2024 3:09 PM
34	I appreciate the work done on the existing bike paths and the signage. Also appreciate that there is now covered bike parking at the Ravinia train station. But, getting through downtown is incredibly dangerous.	9/26/2024 3:07 PM
35	Additional bike parking Dedicated bike trails	9/26/2024 2:45 PM
36	1. Share the road is a promising start, although not a very safe one so far. 2. Local activists actively support cyclists to the city council and on social media.	9/14/2024 10:52 PM
37	Clavey Rd project included a separate bike path.	9/12/2024 9:49 PM
38	New bike path on Clavey is wonderful but not swept for debris making it hazardous. Green Bay trail is well maintained.	9/12/2024 8:34 PM
39	So many amazing paths by the lake. If you can get to them alive.	9/12/2024 8:26 PM
40	Cops don't do anything to enforce car drivers or bikers	9/12/2024 6:29 PM
41	Neighborhood family bike tours to historical buildings/homes	9/12/2024 5:21 PM
42	Not aware of the city doing anything to improve conditions for bicyclists	9/12/2024 4:38 PM
43	The one bike path close to my home is well maintained.	9/12/2024 4:29 PM
44	Maintenance of the current bike trails through HP.	9/12/2024 4:00 PM
45	the new Clavey road bike lane is great.	9/12/2024 4:00 PM
46	There have been surveys completed about completing that E-W bike route. it may be in the works.	9/12/2024 3:48 PM
47	The resurfacing project on Sheridan makes it delightful to ride on. The McLory Trail is a gem. Most of the time I feel safe riding on Sheridan Road, but all it takes is one angry or distracted driver to kill me.	9/12/2024 3:47 PM
48	there is one new nice multi-use path on clavey, but the city says no ebikes on paths, and there are no bike lanes	9/12/2024 3:45 PM
49	None.	9/12/2024 3:45 PM
50	The bike paths that we have are superb. They aren't always paved (some are gravel) but we are so glad to have them.	8/14/2024 2:57 PM
51	Established Bike and Walking committee.	8/12/2024 10:12 PM
52	The Lake Cook road path extension is great to see. It's a big, complex project, but the community involvement is wonderful.	8/11/2024 8:48 PM
53	having bike paths	8/11/2024 2:16 PM
54	Fantastic parks and rec, lots of bike paths	8/11/2024 10:28 AM
55	Cleaned up park by Deerfield road, Dr. Mark and the sutures playing. Added stop signs on trail for bikers	8/11/2024 7:01 AM
56	North south routes are decent Some roads have bike marking routs now	8/10/2024 1:00 PM
57	HP has a new beautiful bike path on Clavey thst most of the groups don't use.	8/10/2024 5:54 AM
58	HP is messed up. Can't support anything of recent memory. The mayor is a beast	8/9/2024 10:50 PM
59	1) HP has repaired some bumpy spots along Skokie Valley Trail. 2) Lake Forest did a nice job widening and repaving portions of McCrory trail 3) Nice to see occasional law enforcement officers on bikes along various trails in the area	8/9/2024 5:39 PM
60	Speed cameras Police presence More bike racks	8/9/2024 4:36 PM

## 2024 Bicycle Friendly Community Public Survey

61	There are many designated bike lanes on streets nearby (Ridge and Park).	8/9/2024 3:31 PM
62	We have plenty on bike paths here, the sharrows are good and need to be painted often, and when bikers share the road with cars and cross walks its very nice. I think we need to do more awareness and education. More Paving does not improve our neighborhood heat index or CO2 emmissons. Bikes, peds and car need to reconcil that who everever is in front of you has the right of way.	8/9/2024 3:31 PM
63	The bike repair station near Ravinia is useful. Otherwise, for such a wealthy community, it is embarrassing how little infrastructure there is to support safe biking for individuals - not to be confused with the obnoxious biking groups in the morning. The large biking groups are menaces, and give a bad name to individual bike riders.	8/9/2024 3:17 PM
64	The Lot has been a great community asset with tons of live music, events, and other activations. I wish I could safely ride my bike to it but I don't feel safe riding East/west along central, especially at night.	8/9/2024 2:51 PM
65	This survey is great.	8/9/2024 2:39 PM
66	The Clavey Rd Path Efforts to replace the ped bridge	8/7/2024 9:55 AM
67	Elliot Rossen Ed Brill Kim Stone	7/26/2024 9:14 PM
68	1.new neighborhood bike links to existing bike routs. 2. Architectural bike tours	7/23/2024 9:41 PM
69	Continued efforts to create better options for cyclists and pedestrians.	7/22/2024 8:08 PM
70	We have nice bike paths the cyclists should be using, instead of the streets.	7/22/2024 5:16 PM
71	Glenview, northbrook and Morton Grove.	7/22/2024 5:07 PM
72	Installation of bike parking at train stations is exciting The new side path on Clavey Road is lovely but should extend further The efforts to create a bike path on Lake Cook Road will be great.	7/22/2024 4:49 PM
73	Efforts to extend the McClory trail Effort to add a separated bike trail along Park Ave. Adding much bike parking and shelters	7/22/2024 4:16 PM

## Q74 If you have other comments or feedback that you would like to provide about bicycling in this community, please describe below.

Answered: 42 Skipped: 151

#	RESPONSES	DATE
1	I am in favor of two-way protected bike lanes on roads, because a bicyclist can more easily and safely pass another slower-moving cyclist, plus in the event of an emergency where there is a lot of stalled car traffic, an emergency vehicle can use the bike lanes to bypass the traffic (although this phenomenon is most commonly seen in Europe, in which emergency vehicles are narrower than American emergency vehicles). Moreover, NO SHARROWS. Sharrows are lazy and meaningless to kids, teens, adults, and anyone who is getting around on a bike and wants to do so without fear of getting clipped or run over by a passing vehicle.	10/6/2024 10:24 PM
2	Just have a designated bike path and enforce it or ban cyclists	9/29/2024 10:05 PM
3	really wish they would make a plan that made sense but putting bike lanes on greenbay rd try Sheridan. please connect mcclory bike path to greenbay trail and Skokie valley path as well	9/29/2024 9:21 PM
4	trails	9/28/2024 8:52 AM
5	The city claims to "evaluate" street conditions and prioritize resurfacing. However after years of complaints they continue to repave low traffic residential streets. Like Central east of Linden. Really? No one drives there but a few residents. Priorities in this city are screwed up. A bunch of idiots.	9/27/2024 11:04 PM
6	Grateful to live here and be able to ride my bike safely.	9/27/2024 6:59 PM
7	I feel that the biggest problem with safety is that cyclist and groups of cyclists is that they do not follow the rules of the road when they are in it. They ride in very wide groups (disregarding signs of 3wide) they don't stop at stop Signs and all my left turns without signaling from right lanes making it very scary to drive around cyclist especially when there's a bike path off the street. They still use the street.	9/27/2024 8:21 AM
8	This is part of a highly frequented bike route from Chicago to Wisconsin. The city just redid the downtown area but did not include bike lanes. They want to reroute bikes around the downtown area taking away from the business shops and restaurants get from these bikers. The downtown and convenience to stops makes it appealing for the bicyclists and community.	9/27/2024 7:12 AM
9	I wish the aggressive bikers and aggressive drivers could be educated to stop making things more unsafe for everyone.	9/26/2024 10:38 PM
10	Beautiful architecture and very biking friendly community. Living next to one of the more popular routes (Sheridan Rd) we see many hundreds of riders throughout the weekends and less during the week. Truly a gem of a ride both for the recreational leisure rider as well as the racer, competitive rider.	9/26/2024 9:55 PM
11	Bicyclists have no respect for the rules of the road in our town. Bike clubs blow through town especially in weekends and everyone had better get out of their way	9/26/2024 9:27 PM
12	In general the community is openly hostile to cyclists.	9/26/2024 8:43 PM
13	We have a significant number of roads under construction. I don't want even more road construction in the area to increase bike paths.	9/26/2024 8:06 PM
14	You should not be putting a bike lane on the north side of lake cook rd since there are many homes with driveways and the other side has no homes or roads. Plus clayey, which is only a 1/2 mile north, is as just improved.	9/26/2024 4:32 PM
15	Police officers gave us multiple tickets for not making a complete stop but many time cars fly by us and they never are there. Maybe they should follow big groups of cyclists to protect them instead of giving tickets to only cyclists we went to the police station and we asked them how many tickets they have give drivers for driving to close to cyclists and they say zero	9/26/2024 3:56 PM

## 2024 Bicycle Friendly Community Public Survey

16	N/A	9/26/2024 3:49 PM
17	there is only 1 safe crossover at the highway/Rt 41 and no east/west paths. more paths exclusively for bikes running east/west from lake to next village and crossing the highway would be nice.	9/16/2024 2:21 PM
18	Bicycling conditions are improving here. Drivers, especially teens, are not always careful - but the same is true of cyclists, who often do not follow vehicle laws. The city sends out reminders but more would probably be a good idea. It is encouraging to see the city working on development of safe bike routes.	9/14/2024 10:52 PM
19	Drivers lack courtesy in intersections and on roads where they need to yield the right of way to cyclists. This is especially true of streets like Burton where cars can only park on one side of the street and cars fail to yield to cyclists in the other non parking lane. Police presence seems to be limited to public festivals at the Lot and Ravinia. I have never seen a car pulled over for speeding on St John's or Gredn Bay Rd in the 30 years I have lived here.	9/12/2024 8:34 PM
20	A group of cyclists almost ran over my son as a pedestrian in a crosswalk. Total disregard for anyone else on the road.	9/12/2024 8:26 PM
21	Fix the roads and path surfaces!	9/12/2024 7:14 PM
22	Very large groups of cyclists riding across entire lane of roadway make the area dangerous on most weekends.	9/12/2024 5:21 PM
23	It's frankly absurd that a town with no bike lanes is seeking Bicycle friendly city status	9/12/2024 4:38 PM
24	Bikers, particularly in large groups should "share the road". There should be more enforcement of these groups.	9/12/2024 4:29 PM
25	No comment.	9/12/2024 4:00 PM
26	Cycling on Greenbay Road is dangerous. Poorly maintained road with holes & cracks which force a cyclist away from the curb area. Alternative road going north and south is St. john's which is also in poor condition.	9/12/2024 4:00 PM
27	I think we should extend the trail that runs along the UPRR west of Skokie Valley Rd. further south, and connect it with the Des Plaines River Trail and the North Branch Trail. We really ought to have a bridge to get from The Botanic Gardens to the trail along 41.	9/12/2024 3:47 PM
28	create a plan for ebikes	9/12/2024 3:45 PM
29	Too many selfish non-bike riders too loud opposing bike lanes because they don't want to allow on their property	8/12/2024 10:12 PM
30	There are some great paths and roads to bike in Highland Park, and some great connections to neighboring towns and counties.	8/11/2024 8:48 PM
31	Please fix linden avenue. Very busy bike route. Please add material to Green Bay trail to make it safer and not muddy for days after rainfall.	8/11/2024 7:01 AM
32	Protected bike lanes would be nice. Or additional bike paths. Bike route markers reminding motorists to share the roads	8/10/2024 1:00 PM
33	HP is a beautiful place to bike	8/10/2024 5:54 AM
34	I am happy to get more involved in helping make biking safer. Feel free to reach out to me - Alan Weiss aew1175@gmail.com Thanks for doing this!	8/9/2024 5:39 PM
35	Bicyclists should learn to follow the rules and not believe they own the streets.	8/9/2024 5:12 PM
36	Would be nice to have a bike lanes	8/9/2024 4:36 PM
37	I think making bike path ways connecting all the parkways and waterways makes more sense than building sidewalks where confusion and cars will go faster. Connecting highway 41 with bike/walking paths still is the biggest challenge. Perhaps rumble strips as stop lines for cars like the do in Amsterdam will help cars feel something since their eyeballs on a screen.	8/9/2024 3:31 PM
38	Increase creation, maintenance, advertisement of bike paths for errands and leisure. Guarded pedestrian & bike path/bridge on Park Ave across 41.	8/9/2024 2:39 PM

## 2024 Bicycle Friendly Community Public Survey

39	Attempt to keep the trees and green areas safe from expanded bike lane	8/9/2024 2:37 PM
40	Better signage Not technically HP but crossing lake cook at Ridge Rd.	8/7/2024 9:55 AM
41	Major effort to increase safe access to connect the swimming pool, the beaches and the schools to the community.	7/23/2024 9:41 PM
42	The cyclists are rude and entitled. I have been nearly hit more than once by these idiots.	7/22/2024 5:16 PM



## Guide to the 2024 Bicycle Friendly Community Report Card

The League released a major update of its Bicycle Friendly Community (BFC) application in 2022, after nearly a year of research, focus groups, listening sessions, and other outreach. As of the 2024 BFC submission round, nearly 250 communities have now submitted new or renewing applications to this updated application.

The updated BFC application includes a new section on *Equity & Accessibility*, several new subsections under existing categories such as Regional Coordination (under *Engineering*), Inclusive Education (under *Education*) and Public Engagement for Bicycle Planning (under *Evaluation & Planning*), as well as many other smaller changes including new and revised questions and answer options throughout the entire application.

Please [visit the League's blog to learn more](#) about these application updates, and you can find several webinar recordings focused on different aspects of the updates, at [bikeleague.org/community](https://bikeleague.org/community).

Every community that applies to the BFC program receives a **Bicycle Friendly Community Report Card**. In addition to the application, the BFC Report Card is also undergoing updates. As of January 2025, the **updated BFC Report Card is still in its beta version** as we continue to evaluate new communities and refine our new scoring system for the updated BFC application. Updates to the report card are part of our work with communities and local advocates to develop a greater understanding of how to convey new information and awards criteria.

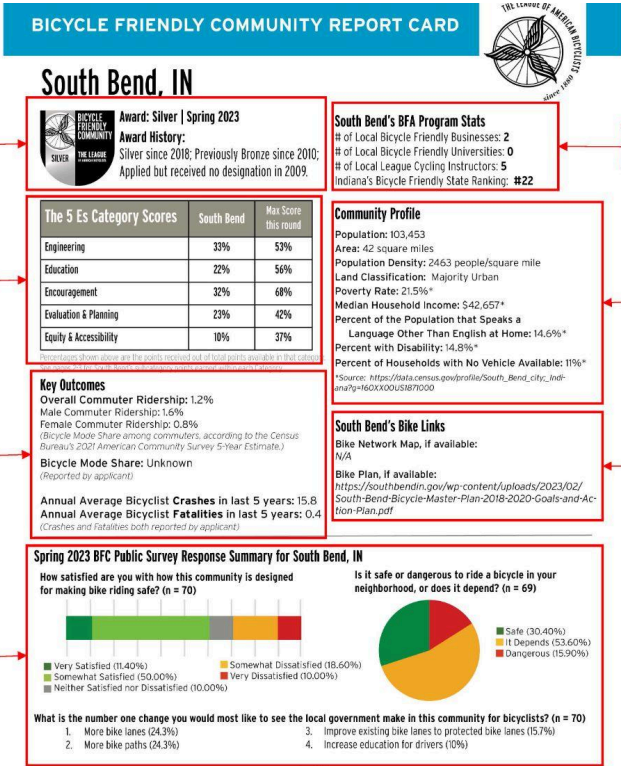
Note: If your community applied to the BFC program in a previous round, you may find the guide to your report card linked here: [Fall 2023 Guide](#), [Spring 2023 Guide](#), or [Fall 2022 Guide](#), or for older report cards: [2014-2021 Guide](#).

### Roadmap to the 2024 BFC Report Card:

Page 1: Cover Page	Pages 2-3: Category and Subcategory Scores	Pages 4-6: Custom Feedback to Improve, and Links to Resources

## Page 1: Cover Page

The cover page provides an overview of the BFC's score and key information about the community. Unlike the older version of BFC Report Cards, this cover page does not include key recommendations to improve – those are listed on [pages 4-6](#) of the updated Report Card. Please see below for details on the source of information for each of the following sections of the BFC Report Card's updated Cover Page.



**BICYCLE FRIENDLY COMMUNITY REPORT CARD**

### South Bend, IN

**1. Award Information**

**Award:** Silver | Spring 2023  
**Award History:** Silver since 2018; Previously Bronze since 2010; Applied but received no designation in 2009.

**5. BFA Program Stats**

**South Bend's BFA Program Stats**  
 # of Local Bicycle Friendly Businesses: 2  
 # of Local Bicycle Friendly Universities: 0  
 # of Local League Cycling Instructors: 5  
 Indiana's Bicycle Friendly State Ranking: #22

**2. '5 Es' Category Scores**

The 5 Es Category Scores	South Bend	Max Score this round
Engineering	33%	53%
Education	22%	56%
Encouragement	32%	68%
Evaluation & Planning	23%	42%
Equity & Accessibility	10%	37%

**6. Community profile**

**Community Profile**  
 Population: 103,453  
 Area: 42 square miles  
 Population Density: 2463 people/square mile  
 Land Classification: Majority Urban  
 Poverty Rate: 21.5%\*  
 Median Household Income: \$42,657\*  
 Percent of the Population that Speaks a Language Other Than English at Home: 14.6%\*  
 Percent with Disability: 14.8%\*  
 Percent of Households with No Vehicle Available: 11%\*  
\*Source: [https://data.census.gov/tables/South\\_Bend\\_city\\_indiana?\\_lang=en](https://data.census.gov/tables/South_Bend_city_indiana?_lang=en)

**3. Key Outcomes**

**Key Outcomes**  
 Overall Commuter Ridership: 1.2%  
 Male Commuter Ridership: 1.6%  
 Female Commuter Ridership: 0.8%  
*(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)*  
 Bicycle Mode Share: Unknown  
*(Reported by applicant.)*  
 Annual Average Bicyclist Crashes in last 5 years: 15.8  
 Annual Average Bicyclist Fatalities in last 5 years: 0.4  
*(Crashes and fatalities both reported by applicant.)*

**7. Bike Map and Plan Links**

**South Bend's Bike Links**  
 Bike Network Map, if available: N/A  
 Bike Plan, if available: <https://southbend.in.gov/wp-content/uploads/2023/02/South-Bend-Bicycle-Master-Plan-2018-2020-Goals-and-Action-Plan.pdf>

**4. Public Survey Response Summary**

**Spring 2023 BFC Public Survey Response Summary for South Bend, IN**

How satisfied are you with how this community is designed for making bike riding safe? (n = 70)

Satisfaction Level	Percentage
Very Satisfied	11.40%
Somewhat Satisfied	50.00%
Neither Satisfied nor Dissatisfied	10.00%
Somewhat Dissatisfied	18.60%
Very Dissatisfied	10.00%

Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 69)

Response	Percentage
Safe	30.40%
It Depends	53.60%
Dangerous	15.90%

What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 70)

1. More bike lanes (24.3%)
2. More bike paths (24.3%)
3. Improve existing bike lanes to protected bike lanes (15.7%)
4. Increase education for drivers (10%)

Page 1 of 5

### 1. Award Information

- This section contains the award seal image (if Bronze or higher) and text name of the community's current BFC award level or application outcome, as well the year/round of this designation.
- The 'Award History' lists the years in which the community first applied and/or advanced in award levels in the BFC program, as well as the status earned in those years.
- Once a Bronze or higher award level is earned, communities are required to renew their BFC status by reapplying once every four years.

### 2. The 5 Es Category Scores



- The first column of the Scores table shows the overall percentage that the community earned within each E Category, weighted against comparable communities in the current round.
  - Population size was the primary metric used to weight scores in the 2024 review cycle. Communities were grouped into *Micro* (pop. <10,000), *Small* (pop. 10,000-50,000), *Medium* (pop. 50,001-300,000), or *Large* (pop. >300,000) categories for weighted 5 E score comparisons.
    - Each community's size classification is noted below their population under the "Community Profile" section of Page 1 of the 2024 Report Card.
    - The Smallest community in the 2024 BFC round has a population of 1,316 while the Largest has a population of 1,608,139.
- The second column of the table shows a comparison to the highest percentage score earned in that E category among all communities reviewed in this round.
- Learn more about the 5 E Categories here: <https://bikeleague.org/bfa/5-es/>
- The full breakdown of subcategory scores and their corresponding weights with each category is provided below in this guide.

### 3. Key Outcomes

- The **Overall and Male/Female Commuter Ridership** is from the U.S. Census Bureau's American Community Survey (ACS), from the most recent 5-year estimate at the time of the BFC review process (Either 2022 or 2023 for the 2024 review cycle, depending when the data was collected).
  - Communities are asked to look up this information via Table s0801 (Commuting Characteristics by Sex) on <https://data.census.gov/> and report the figures on their BFC application on Questions A19a, b, and c. League staff verify these numbers before Report Cards are published, and so some report cards may vary from what was originally included on a community's application if a correction was needed.
  - Currently, this data is not provided by the Census with non-binary or other gender options.
- The **Bicycle Mode Share** figure is the mode share reported by applicants on BFC application Question E15. If the community only provides the ACS number or does not provide a sufficient explanation for how the mode share number was estimated, the report card may list "Unknown."
- "Average Annual **Crashes** and **Fatalities** in Last 5 Years" are both numbers that communities are asked to report on their BFC application, on Questions E17a and E19, respectively.
  - These numbers often appear as decimals because communities are asked to report these numbers as the annual average from the past 5 years. For example, if there were 2 total fatalities in the past 5 years, the average annual would be (2



fatalities / 5 years) = 0.4

#### 4. Public Survey Response Summary

- This section shows the summary of responses to three of the questions on the BFC Public Survey for the community in the latest round.
- For each question, the report card shows how many responses were received for the community on that question (e.g. “n=153” means there were 153 responses.)
- The BFC public survey is created by the League and a link is made available to every community (in both English and Spanish, upon request). It is currently optional but highly encouraged for applicants to distribute the survey link as broadly as possible to seek input from current and potential bicyclists in their community.
- The League also distributes the survey directly to advocacy organizations, bike clubs, and other contacts who are listed on the community’s BFC application, as well as to League members and member organizations in the vicinity of the community.
- [Learn more about the BFC Public Survey here](#), and read about recent changes to make the survey [more public](#) and [more equitable](#) on the League blog.
- In addition to the BFC Report Card, all BFC applicant communities receive a complete report of their community’s anonymized public survey results, including graph summaries of each question and detailed long-form responses from respondents.

#### 5. BFA Program Stats

- This section shows the current number of awarded [Bicycle Friendly Businesses](#) (BFBs) and [Bicycle Friendly Universities](#) (BFUs) within the community at the time of the review process.
  - BFBs and BFUs can be looked up on the League’s BFA Awards Map, here: <https://bikeleague.org/bfa/award-database/>
- The number of local [League Cycling Instructors](#) (LCIs) is provided by the applicant, on BFC application Question C11, and can be looked up on the League’s Local Resources map, here: <https://bikeleague.org/map/>
- The most recent [Bicycle Friendly State](#) Ranking for the state where the community is located can be found here: <https://bikeleague.org/bfa/states/ranking/>

#### 6. Community Profile

- The details provided under “Community Profile” are reported by the community under the following corresponding questions in the *Community Profile pt. 1* and *Community Profile pt. 2* sections of the BFC application:
  - Population: Question A7
  - Area: Question A6
  - Population Density: Question A8
  - Land Classification: Summary of Question A9a-A9e
  - Poverty Rate: Question A18



- Median Household Income: Question A17
- Percent of the Population that Speaks a Language Other Than English at Home: Question A15
- Percent with Disability: Question A21a
- Percent of Households with No Vehicle Available: Question A20
- Source: A13
  - The source link provided on the Report Card may differ from what an applicant community listed on Question A13 of their application if League staff identify a more accurate Census Profile Link and feel a correction is needed.

## 7. Bike Map and Plan Links

- Under Question B13 of the BFC Application, communities are given the option to upload a PDF of their community's bike network map, or provide a link to an online bike network map. If an online link is provided by the applicant, it is included on the BFC Report Card.
  - In some cases, communities that provided a PDF map under Question B13 may have provided a link to an online map under Question D4a (under *Encouragement >> Route-Finding Support*), in which case the link from D4a is provided here on the BFC Report Card.
- Communities are asked to provide a link to their current Bicycle Master Plan or similar section in another planning document, under Question E9b. If a bike plan link is provided on the application, it is included in this section of the Report Card.

## Pages 2-3: Category and Subcategory Scores

<p><b>About this Report Card</b></p> <p>The following scores are based on the online application submitted by South Bend in the Spring 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automated, algorithm-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.</p> <p>The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, <a href="#">this Bicycle Friendly Community Report Card is a beta version</a>, so we refine our new scoring system and develop a greater understanding of how to convey new information.</p> <p>All Spring 2023 BFC Report Cards (including this one) will be rebuilt with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <a href="https://bikeleague.org/community">https://bikeleague.org/community</a>.</p> <p><b>ENGINEERING</b></p> <p>South Bend earned 33% of the points available in the Engineering Category. Below is the breakdown of points that South Bend earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</p> <table border="1"> <thead> <tr> <th>Engineering Subcategories</th> <th>South Bend's Subcategory Points Available</th> </tr> </thead> <tbody> <tr> <td>Police and Design Standards for On-Built Environment</td> <td>8/4 pts</td> </tr> <tr> <td>Cost of Trip Facilities</td> <td>10/44 pts</td> </tr> <tr> <td>Bicycle Indexes</td> <td>20/38 pts</td> </tr> <tr> <td>Recreational Maintenance</td> <td>22/32 pts</td> </tr> <tr> <td>Trails Access to Public Transportation</td> <td>5/25 pts</td> </tr> <tr> <td>Bike Storage</td> <td>8/25 pts</td> </tr> <tr> <td>Other Bicycle-Related Amenities</td> <td>1/4 pts</td> </tr> <tr> <td>Regional Coordination</td> <td>3/22 pts</td> </tr> <tr> <td>Engineering Bonus Points</td> <td>2/7 pts</td> </tr> </tbody> </table> <p><b>EDUCATION</b></p> <p>South Bend earned 24% of the points available in the Education Category. Below is the breakdown of points that South Bend earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</p> <table border="1"> <thead> <tr> <th>Education Subcategories</th> <th>South Bend's Subcategory Points Available</th> </tr> </thead> <tbody> <tr> <td>Youth Bicycle Education</td> <td>3/40 pts</td> </tr> <tr> <td>Adult Bicycle Education</td> <td>20/47 pts</td> </tr> <tr> <td>Recreational Education</td> <td>9/28 pts</td> </tr> <tr> <td>Bicycle Safety Education Resources</td> <td>7/26 pts</td> </tr> <tr> <td>Inclusive Education</td> <td>3/26 pts</td> </tr> <tr> <td>Education Bonus Points</td> <td>2/7 pts</td> </tr> </tbody> </table> <p>Page 2 of 3</p>	Engineering Subcategories	South Bend's Subcategory Points Available	Police and Design Standards for On-Built Environment	8/4 pts	Cost of Trip Facilities	10/44 pts	Bicycle Indexes	20/38 pts	Recreational Maintenance	22/32 pts	Trails Access to Public Transportation	5/25 pts	Bike Storage	8/25 pts	Other Bicycle-Related Amenities	1/4 pts	Regional Coordination	3/22 pts	Engineering Bonus Points	2/7 pts	Education Subcategories	South Bend's Subcategory Points Available	Youth Bicycle Education	3/40 pts	Adult Bicycle Education	20/47 pts	Recreational Education	9/28 pts	Bicycle Safety Education Resources	7/26 pts	Inclusive Education	3/26 pts	Education Bonus Points	2/7 pts	<p><b>ENCOURAGEMENT</b></p> <p>South Bend earned 32% of the points available in the Encouragement Category. Below is the breakdown of points that South Bend earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</p> <table border="1"> <thead> <tr> <th>Encouragement Subcategories</th> <th>South Bend's Subcategory Points Available in Encouragement</th> </tr> </thead> <tbody> <tr> <td>Encouragement Policies, Programs and Partnerships</td> <td>4/19 pts</td> </tr> <tr> <td>Route-Finding Support</td> <td>4/18 pts</td> </tr> <tr> <td>Bicycle Culture and Promotion</td> <td>25/74 pts</td> </tr> <tr> <td>Access to Bicycle Equipment and Repair Services</td> <td>11/25 pts</td> </tr> <tr> <td>Reducing Non-Insured/Uninsured Motorist (UM) Liability</td> <td>0/5 pts</td> </tr> <tr> <td>Encouragement Bonus Points</td> <td>1/7 pts</td> </tr> </tbody> </table> <p><b>EVALUATION &amp; PLANNING</b></p> <p>South Bend earned 23% of the points available in the Evaluation &amp; Planning Category. Below is the breakdown of points that South Bend earned in each subcategory of the Evaluation &amp; Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</p> <table border="1"> <thead> <tr> <th>Evaluation &amp; Planning Subcategories</th> <th>South Bend's Subcategory Points Available in Evaluation &amp; Planning</th> </tr> </thead> <tbody> <tr> <td>Staffing and Committees</td> <td>12/46 pts</td> </tr> <tr> <td>Public Engagement for Bicycle Planning</td> <td>11/25 pts</td> </tr> <tr> <td>Planning, Funding, and Implementation</td> <td>4/44 pts</td> </tr> <tr> <td>Evaluating the Bicycle Network</td> <td>7/24 pts</td> </tr> <tr> <td>Evaluating Ridership</td> <td>5/20 pts</td> </tr> <tr> <td>Evaluating &amp; Improving Safety Initiatives</td> <td>10/42 pts</td> </tr> <tr> <td>Evaluation &amp; Planning Bonus Points</td> <td>0/7 pts</td> </tr> </tbody> </table> <p><b>EQUITY &amp; ACCESSIBILITY</b></p> <p>South Bend earned 10% of the points available in the Equity &amp; Accessibility Category. Below is the breakdown of points that South Bend earned in each subcategory of the Equity &amp; Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</p> <table border="1"> <thead> <tr> <th>Equity &amp; Accessibility Subcategories</th> <th>South Bend's Subcategory Points Available in Equity &amp; Accessibility</th> </tr> </thead> <tbody> <tr> <td>Equity &amp; Accessibility Staffing, Committees, &amp; Partnerships</td> <td>4/24 pts</td> </tr> <tr> <td>Equity Data Collection &amp; Goals</td> <td>7/20 pts</td> </tr> <tr> <td>Equity &amp; Accessibility Policies &amp; Plans</td> <td>1/25 pts</td> </tr> <tr> <td>Equity &amp; Accessibility in Engineering</td> <td>4/44 pts</td> </tr> <tr> <td>Equity &amp; Accessibility in Education</td> <td>2/25 pts</td> </tr> <tr> <td>Equity &amp; Accessibility in Encouragement</td> <td>7/42 pts</td> </tr> <tr> <td>Equity &amp; Accessibility in Evaluation &amp; Planning</td> <td>6/28 pts</td> </tr> <tr> <td>Equity &amp; Accessibility Bonus Points</td> <td>7/9 pts</td> </tr> </tbody> </table> <p>Page 3 of 3</p>	Encouragement Subcategories	South Bend's Subcategory Points Available in Encouragement	Encouragement Policies, Programs and Partnerships	4/19 pts	Route-Finding Support	4/18 pts	Bicycle Culture and Promotion	25/74 pts	Access to Bicycle Equipment and Repair Services	11/25 pts	Reducing Non-Insured/Uninsured Motorist (UM) Liability	0/5 pts	Encouragement Bonus Points	1/7 pts	Evaluation & Planning Subcategories	South Bend's Subcategory Points Available in Evaluation & Planning	Staffing and Committees	12/46 pts	Public Engagement for Bicycle Planning	11/25 pts	Planning, Funding, and Implementation	4/44 pts	Evaluating the Bicycle Network	7/24 pts	Evaluating Ridership	5/20 pts	Evaluating & Improving Safety Initiatives	10/42 pts	Evaluation & Planning Bonus Points	0/7 pts	Equity & Accessibility Subcategories	South Bend's Subcategory Points Available in Equity & Accessibility	Equity & Accessibility Staffing, Committees, & Partnerships	4/24 pts	Equity Data Collection & Goals	7/20 pts	Equity & Accessibility Policies & Plans	1/25 pts	Equity & Accessibility in Engineering	4/44 pts	Equity & Accessibility in Education	2/25 pts	Equity & Accessibility in Encouragement	7/42 pts	Equity & Accessibility in Evaluation & Planning	6/28 pts	Equity & Accessibility Bonus Points	7/9 pts
Engineering Subcategories	South Bend's Subcategory Points Available																																																																																		
Police and Design Standards for On-Built Environment	8/4 pts																																																																																		
Cost of Trip Facilities	10/44 pts																																																																																		
Bicycle Indexes	20/38 pts																																																																																		
Recreational Maintenance	22/32 pts																																																																																		
Trails Access to Public Transportation	5/25 pts																																																																																		
Bike Storage	8/25 pts																																																																																		
Other Bicycle-Related Amenities	1/4 pts																																																																																		
Regional Coordination	3/22 pts																																																																																		
Engineering Bonus Points	2/7 pts																																																																																		
Education Subcategories	South Bend's Subcategory Points Available																																																																																		
Youth Bicycle Education	3/40 pts																																																																																		
Adult Bicycle Education	20/47 pts																																																																																		
Recreational Education	9/28 pts																																																																																		
Bicycle Safety Education Resources	7/26 pts																																																																																		
Inclusive Education	3/26 pts																																																																																		
Education Bonus Points	2/7 pts																																																																																		
Encouragement Subcategories	South Bend's Subcategory Points Available in Encouragement																																																																																		
Encouragement Policies, Programs and Partnerships	4/19 pts																																																																																		
Route-Finding Support	4/18 pts																																																																																		
Bicycle Culture and Promotion	25/74 pts																																																																																		
Access to Bicycle Equipment and Repair Services	11/25 pts																																																																																		
Reducing Non-Insured/Uninsured Motorist (UM) Liability	0/5 pts																																																																																		
Encouragement Bonus Points	1/7 pts																																																																																		
Evaluation & Planning Subcategories	South Bend's Subcategory Points Available in Evaluation & Planning																																																																																		
Staffing and Committees	12/46 pts																																																																																		
Public Engagement for Bicycle Planning	11/25 pts																																																																																		
Planning, Funding, and Implementation	4/44 pts																																																																																		
Evaluating the Bicycle Network	7/24 pts																																																																																		
Evaluating Ridership	5/20 pts																																																																																		
Evaluating & Improving Safety Initiatives	10/42 pts																																																																																		
Evaluation & Planning Bonus Points	0/7 pts																																																																																		
Equity & Accessibility Subcategories	South Bend's Subcategory Points Available in Equity & Accessibility																																																																																		
Equity & Accessibility Staffing, Committees, & Partnerships	4/24 pts																																																																																		
Equity Data Collection & Goals	7/20 pts																																																																																		
Equity & Accessibility Policies & Plans	1/25 pts																																																																																		
Equity & Accessibility in Engineering	4/44 pts																																																																																		
Equity & Accessibility in Education	2/25 pts																																																																																		
Equity & Accessibility in Encouragement	7/42 pts																																																																																		
Equity & Accessibility in Evaluation & Planning	6/28 pts																																																																																		
Equity & Accessibility Bonus Points	7/9 pts																																																																																		



The following scores are based on the online application submitted by the applicant community in the 2024 BFC awards round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The 2024 Report Cards subcategory scores are based on the following questions as shown below. This table also shows the total points available within each subcategory and the relative weight of that subcategory within its “E” parent category.

Subcategory	BFC Application Questions	Total Points Available in 2024 BFC	Current Weight within “E” Category
<b>ENGINEERING</b>		<b>331 Total Points</b>	
Policies and Design Standards for the Built Environment	B1-B7	41	12%
End-of-Trip Facilities	B8-B12	44	13%
Bicycle Network	B13-B24	128	39%
Network Maintenance	B25-B26	32	10%
Bicycle Access to Public Transportation	B27	23	7%
Bike Sharing <sup>1</sup>	B28	24	7%
Other Bicycle-Related Amenities	B29	6	2%
Regional Coordination	B31-B32	23	7%
Engineering Bonus Points	B33-B34	10	3%
<b>EDUCATION</b>		<b>193 Total Points</b>	
Youth Bicycle Education	C1-C4	68	36%
Adult Bicycle Education	C5-C7	47	24%
Motorist Education	C8-C9	28	14%
Bicycle Safety Education Resources	C10-C13	16	8%

<sup>1</sup> Some communities may have a negative score under **Bike Sharing** if they are a renewing BFC and the community previously had a public bikeshare program that has been discontinued.



# BICYCLE FRIENDLY COMMUNITY

Inclusive Education	C14-C18	26	14%
Education Bonus Points	C19-C20	7	4%
<b>ENCOURAGEMENT</b>		<b>171 Total Points</b>	
Encouragement Policies, Programs and Partnerships	D1-D3	17	10%
Route-Finding Support	D4	10	6%
Bicycle Culture and Promotion	D5-D10	91	53%
Access to Bicycle Equipment and Repair Services	D11-D14	35	21%
Reducing Work-Related/Fleet VMT	D15	11	6%
Encouragement Bonus Points	D16-D17	7	4%
<b>EVALUATION &amp; PLANNING</b>		<b>219 Total Points</b>	
Staffing and Committees	E1-E5	35	16%
Public Engagement for Bicycle Planning	E6-E8	35	16%
Planning, Funding, and Implementation	E9-E11	46	21%
Evaluating the Bicycle Network	E12-E13	25	11%
Evaluating Ridership	E14-E16	20	9%
Evaluating & Improving Safety <sup>2</sup> Outcomes	E17-E28	42	19%
Evaluation & Planning Bonus Points	E29-E31	15	7%
<b>EQUITY &amp; ACCESSIBILITY</b>		<b>268 Total Points</b>	
Equity & Accessibility Staffing, Committees, & Partnerships	F1-F4	24	9%
Equity Data Collection & Goals	F5-F8	27	10%
Equity & Accessibility Policies & Plans	F9-10	21	8%

<sup>2</sup> **Evaluating & Improving Safety Outcomes** - this subcategory currently includes an autoscore based on the applicant community's reported crashes and fatalities, which results in negative scores for some communities with particularly high crash and/or fatality rates. In the future, the League is considering pulling these auto-scores out into a separate stand-alone subcategory score for "Outcomes" which would also include scoring based on other outcome metrics including ridership and public satisfaction rates.



Equity & Accessibility in <b>Engineering</b>	B3b, B9b, B12, B22b, B23a, B24, B27, B28	<b>44</b>	16%
Equity & Accessibility in <b>Education</b> <sup>3</sup>	C1, C2, C3, C5, C10, C14, C15, C16, C17, C18	<b>52</b>	19%
Equity & Accessibility in <b>Encouragement</b>	D5, D7, D8, D9a, D11, D14	<b>42</b>	16%
Equity & Accessibility in <b>Evaluation &amp; Planning</b>	E4, E5, E6, E8, E9, E11, E13, E14, E20c, E26, E27, E28, E29	<b>51</b>	19%
Equity & Accessibility Bonus Points	F11-F13	<b>9</b>	3%

## Pages 4-6: Custom Feedback to Improve, and Links to Resources

Pages 4 and 5 (and sometimes page 6 or 7, if additional space was needed for feedback) contain customized feedback for the applicant community in response to their 2024 BFC application. The feedback in this section is collectively provided by reviewers who evaluated the community's application, and may also be informed by public survey responses as well as the community's progress toward recommendations from previous BFC Report Cards, if applicable. The recommendations provided on these pages are intended to help guide communities toward the most relevant areas of focus to increase ridership, safety, and cyclist satisfaction.

### RESOURCES

Each BFC Report Card includes the following links to additional resources, including programs, reports, and data from the League and our partners, as well as funding resources for local communities. Applicants are encouraged to explore these resources to supplement their custom feedback

---

<sup>3</sup> Some communities have negative scores under **Equity & Accessibility in Education** because part of this score is based on judging fields (such as Question C1d under Youth Education) where BFC reviewers are asked to evaluate certain aspects of how inclusive, equitable, and accessible a community's bike education is. Some of the judging fields allow for negative points, where a judge may feel that it is appropriate to lower a community's overall Education score due to the educational offerings only being limited to a small subset of the community, or where little or no efforts have been made to make the education programs inclusive, equitable, and accessible to all.



**League of American Bicyclists:** <https://www.bikeleague.org>

**Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>

**Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)

**About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>

**The Five E's:** <https://bikeleague.org/5-es>

**The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>

**The League's Benchmarking Project on Biking & Walking Data and Reports:**  
<https://data.bikeleague.org>

**Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>

**Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>

**Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>

**Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>

**National Bike Month Resources:** <https://bikeleague.org/bikemonth>

**Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>

**Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>

**Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:**  
[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)

**U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>

Form: 25122

Highland Park

Started at: 2/20/2024 11:22 AM - Finalized at: N/A

**Page: Application Tips**

- **A word version of this application is available for download, at [bit.ly/BFCapp2024](https://bit.ly/BFCapp2024) (<https://bit.ly/BFCapp2024>) (.docx) (last updated 9/25/23)** - that document highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected. **\*Applicants are STRONGLY encouraged to download the latest version of this document when each new round opens, as the updated document highlights all updates to questions and answer options!\*** We have also created this companion document that lists all substantive updates to the 2024 application since the previous (Fall 2023) round (downloads as .docx) (<https://bikeleague.org/wp-content/uploads/2023/09/BFC-2024-Application-Update-Summary.docx>).
- Find a Glossary of Terms used in the BFC Application here (<https://docs.google.com/spreadsheets/d/1IK31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0>). If you come across a term on the application that is not listed on the glossary that you have questions about, please email [bfa@bikeleaeu.org](mailto:bfa@bikeleaeu.org).
- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>).
- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.
- The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.
- **It is not necessary to be able to check every box on this application to earn a BFC designation**. We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.
- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).
- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.
- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.
- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.
- **A note about the impact of the COVID-19 Pandemic:** We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.
- If you need help with the online application, visit our Application Portal FAQs page here (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>) or contact us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org).

**Page: Application Intro**

**Community Name:**

Highland Park

**Has the community applied to the Bicycle Friendly Community program before?**

Returning Application > Renewing at Current Award Level

**What year was the community's most recent BFC application?**

2021

**What was the result of the community's most recent BFC application?**

Bronze

*If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map ([\) and used to promote your community through League social media channels.](http://bikeleague.org/bfa/search/map?bfaq=)*

**Community Website:**

<https://www.cityhpil.com> (<https://www.cityhpil.com>)

**Community's Twitter/X URL:**

<https://twitter.com/CityHPIL> (<https://twitter.com/CityHPIL>)

**Community's Facebook URL:**

<https://www.facebook.com/HighlandParkIL/> (<https://www.facebook.com/HighlandParkIL/>)

**Community's Instagram URL:****Community's Flickr or other public photo sharing URL:****Page: Contact Information****Applicant First Name**

Patrick

**Applicant Last Name**

Hoffmann

**Job Title**

Planner II

**Department**

Community Development - Planning Division

**Employer**

City of Highland Park

**Street Address (No PO Box, please)**

1150 Half Day Road

**City**

Highland Park

**State**

Illinois

**Zip**

60091

**Phone #**

8479261612

**Applicant Email Address**

phoffmann@cityhpil.com

**Did you work with any other local government agencies, departments, or city staff on this application?**

Yes

**Please list up to 10 additional government agency contacts.**

**Agency Contacts**

Charmain Later  
Community Development - Planning Division  
Deputy Director  
clater@cityhpil.com

---

Brian Soldano  
City of Highland Park / Police Department  
Administration  
bsoldano@cityhpil.com

---

Annette Cardiff  
City of Highland Park/Public Works  
Assistant Director  
acardiff@cityhpil.com

---

Chris O'Neill  
City of Highland Park / City Manager's Office  
Management Analyst  
coneill@cityhpil.com

---

Heidi Smith  
Highland Park Library  
Executive Director  
hsmith@hplibrary.org

---

Debbie Finn  
Highland Park High School District 113  
Principal  
dfinn@dist113.org

---

Brian Romes  
Park District of Highland Park  
Executive Director  
bromes@pdhp.org

---

Craig Culp  
North Suburban Special Recreation Association  
Executive Director  
cculp@nssra.org

---

Kim Mollerдино  
Elementary School District 112  
Coordinator for Teaching and Learning  
kmollerдино@nssd112.org

---

**Did you work with any local advocacy organizations or citizen volunteers on this application?**

Yes

**Please list up to 10 additional local advocacy contacts.**

**Advocacy Contacts**

Jessica Hector-Hsu  
City of Highland Park - Transportation Advisory Group (TAG)  
Chair

Brent Ross  
Bike Walk Highland Park  
  
brentross@gmail.com

**Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?**

Yes

**Please list the primary contact for each organization or group.**

**Additional Advocacy Contacts**

Emmanuel Gomez  
Transportation Advisory Group  
City Engineer  
egomez@cityhpil.com

*(For internal use only.)*

**Name:**

Nancy R. Rotering

**Title:**

Mayor

**Email:**

nrotering@cityhpil.com

**Street Address**

1707 St. Johns Ave

**City**

Highland Park

**State**

Illinois

**Zip**

60035

**Page: Community Profile pt. 1**

**Please note:** The application will refer to your type of jurisdiction as '**community**' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

**A1. Name of Community:**

Highland Park

**A2. Name of County/Borough/Parish:**

Lake County

**A3. State:**

Illinois

If you haven't done so already, we strongly encourage you to contact your statewide bicycle advocacy organization, **Ride Illinois**, for their input as you complete your BFC application. Ride Illinois has helped several communities in Illinois successfully complete the BFC application in recent years. Learn more at: [www.rideillinois.org](http://www.rideillinois.org) (<https://www.google.com/url?q=http://www.rideillinois.org/&sa=D&source=calendar&ust=1658777049509509&usg=AOvVaw0LCrL8eG6orJz6dVYPyvjI>) or contact them at [community@rideillinois.org](mailto:community@rideillinois.org) (<mailto:community@rideillinois.org>).

**A4. Link to map of community boundaries:**

<https://www.google.com/maps/place/Highland+Park,+IL+60035/@42.1877325,-87.8881262,12z/data=!3m1!4b1!4m6!3m5!1s0x880fc183736df39f:0xaad42498ad24e401!8m2!3d42.1816918!4d-87.8003437!16zL20vMHM5eI8?entry=tту>  
(<https://www.google.com/maps/place/Highland+Park,+IL+60035/@42.1877325,-87.8881262,12z/data=!3m1!4b1!4m6!3m5!1s0x880fc183736df39f:0xaad42498ad24e401!8m2!3d42.1816918!4d-87.8003437!16zL20vMHM5eI8?entry=tту> )

**A5. Type of Jurisdiction**

Town/City/Municipality

**A6. Size of community**

12.24

**A7. Total Population:**

30176

**A8. Population Density:**

2464.96

For definitions, see FHWA Bikeway Selection Guide (page 20) ([https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)).

**A9a. Rural**

0%

**A9b. Rural Town**

0%

**A9c. Suburban**

76-100%

**A9d. Urban**

0%

**A9e. Urban Core**

0%

**A10. What is the street network density of the community?**

10.1-15.0

**A11. What is the average intersection density?**

Unknown

**A12. Do any of the following significant physical barriers to cycling exist in your community?**

Major highways or divided arterials with no or limited crossings, Extreme cold/heavy snow, Bridges that are inaccessible or unsafe for cyclists, Railroad corridors

**Page: Community Profile pt. 2**

Find the following information for your community at: <https://data.census.gov/> (<https://data.census.gov/>)

**Click here for detailed instructions to find answers to each question below:**

**A13. Census Profile link:**

[https://data.census.gov/profile/Highland\\_Park\\_city,\\_Illinois?g=160XX00US1734722](https://data.census.gov/profile/Highland_Park_city,_Illinois?g=160XX00US1734722) ([https://data.census.gov/profile/Highland\\_Park\\_city,\\_Illinois?g=160XX00US1734722](https://data.census.gov/profile/Highland_Park_city,_Illinois?g=160XX00US1734722))

**\*\*NOTE:** this question has been updated in September 2023.

**A14a. Median Age in community:**

48

**A14b. Percent of Population that is under 18 years of age.**

23.7

**A14c. Percent of Population that is 65 years and over:**

25.3

**A15. Percent of the Population that Speaks a Language Other Than English at Home:**

16.1

**A16. Percent of population that is Foreign Born:**

11.2

**A17. Median Household Income:**

159567

**A18. Poverty Rate:**

3.4

**Enter numbers only - answer must be in ##.## format.**

**A19a. Total Bicycle Commuters:**

0.3

**A19b. Male Bicycle Commuters:**

0.6

**A19c. Female Bicycle Commuters:**

0

**A20. Percent of Household with No Vehicles Available:**

3.4

**\*Note:** The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!" (<https://rootedinrights.org/video/disabled-bikers/>) a short film produced by Rooted in Rights (<https://rootedinrights.org/>).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

**A21a. Total percent of "Disabled Population":**

8.8

**A21b. Percent of population with a hearing difficulty:**

2.9

**A21c. Percent of population with a vision difficulty:**

1.2

**A21d. Percent of population with a cognitive difficulty:**

2.6

**A21e. Percent of population with an ambulatory difficulty:**

4.4

*Enter numbers only - answers must be in ##.## format.*

**A22a. White:**

86.5

**A22b. Black or African American:**

0.9

**A22c. American Indian and Alaska Native:**

0.4

**A22d. Asian:**

2.9

**A22e. Native Hawaiian and Other Pacific Islander:**

0.1

**A22f. Some other race:**

2.8

**A22g. Two or more races:**

6.4

**A22h. Hispanic or Latino (of any race):**

10.1

**A23. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.**

**Page: Engineering**

**B1. Does your community currently have any of the following policies in place? Check all that apply.**

Local Complete Streets ordinance

**B1a1. What year was the local Complete Streets ordinance adopted?**

2023

**B1b1. Please provide a link to the local Complete Streets ordinance.**

<https://atpolicy.org/wp-content/uploads/2016/05/ATP-CSP-highland-park-2012.pdf> (<https://atpolicy.org/wp-content/uploads/2016/05/ATP-CSP-highland-park-2012.pdf>)

**B1c1. Since the adoption of the Complete Streets ordinance, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?**

0-10%

**B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?**

Yes

**B2a. Please describe.**

The Bike-Walk HP 2030 Complete Streets Policy and Non-Motorized Transportation Plan for the City of Highland Park and it's update, the Move HP Plan, and IDOT Standards.

**B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?**

No

Bicycle Facility Design Guidelines are an important resource to ensure that new bike lanes, trails, side paths, and other bike facilities adhere to national safety guidelines and are accessible to cyclists of all ages and abilities, including disabled cyclists.

If your community does not have the capacity to develop its own local guidelines, consider instead adopting an existing Design Guide as the formal standard for your community instead, such as the FHWA Bikeway Selection Guide ([https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)) or NACTO Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>), or if your community is small and/or rural, the FHWA Small Town and Rural Multimodal Network Guide (<https://ruraldesignguide.com/>) (see PDF version. ([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)))

If your community is considering developing your own local design guide or standards, we strongly encourage you to adopt accessibility standards that specifically address accommodating adaptive cycles and cyclists with disabilities ([https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC\\_WfW-Inclusive-Guide\\_FINAL\\_V03.pdf](https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf)), and to incorporate Universal Design principles to the needs of all users and mobility types in public rights-of-way (<https://walksf.org/wp-content/uploads/2019/12/getting-to-the-curb-report-final-walk-sf-2019.pdf>).

Additional resources include:

- NACTO's Guide for Designing for All Ages & Abilities ([https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf))
- NACTO's Urban Street Design Guide (<https://nacto.org/publication/urban-street-design-guide/>)
- AASHTO's Guide for the Development of Bicycle Facilities, 4<sup>th</sup> Edition ([https://nacto.org/wp-content/uploads/2015/04/AASHTO\\_Bicycle-Facilities-Guide\\_2012-toc.pdf](https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf))

**B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?**

Mixed-use zoning or incentives, Planned Unit Development zoning, Transit Oriented Development ordinance or program, Form-based/design-based codes, Connectivity policy or standards, Affordable Housing policy or plan

**B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?**

Car parking minimums have been reduced in last 5 years, Shared-parking allowances , Other

**B5a. If other, please describe.**

Zoning re-park rule that allows change of a permitted use without increasing off street parking requirement

**B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?**

Other

**B6a. If other, please describe.**

Complete Street policy and public benefit for new developments

**B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?**

None of the above

**B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?**

System in place that allows residents to request the installation of new public racks

**B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?**

Yes

**B9a. Please provide a link to your community's bicycle parking design standards.**

<https://www.cityhpil.com/MoveHP%2010.13.20.pdf> (<https://www.cityhpil.com/MoveHP%2010.13.20.pdf>)

**B9b. Do your community's bicycle parking design standards meet any of the following?**

Conform with APBP guidelines

**B10. What percentage of public and private bike racks conform with APBP guidelines?**

More than 75%

**B11. What, if any, end-of-trip facilities are available to the general public in your community?**

Public bicycle repair or fix-it stations, Public uncovered bike racks, Public covered bike racks

**B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?**

None of the above

The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach ([https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA\\_SafeSystem\\_Brochure\\_V9\\_508\\_200717.pdf](https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf)) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists.

The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide ([https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)) and Small Town and Rural Design Guide ([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)), as well as NACTO's Designing for All Ages and Abilities contextual guide ([https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf)) and Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>).

As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.

We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, *Benchmarking Bike Networks* (<https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf>).

**B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.**

I would like to upload a PDF map

**B13a. Bicycle Network Map PDF:**

City of Highland Park Bicycle Map

Download File (<https://bicyclefriendly.secure-platform.com/file/40503/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0MDUwMywiYWxsbn3dOb3RTaWduZWRVcmwiOiJGYWxzZSIsImNmIiwiaWF0Ij0iP7I9PseIw?Highland%20Park%20Bicycle%20Map.pdf>)

**B13b. Secondary Bicycle Network Map PDF:**

No File Uploaded

**B14. Bicycle Network Worksheet**

04/23/2024

Download File ([https://bicyclefriendly.secure-platform.com/file/41238/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0MTIzOCwiYWxsbn3dOb3RTaWduZWRVcmwiOiJGYWxzZSIsImNmIiwiaWF0Ij0iP7I9PseIw?2024\\_04\\_23%20-%20BFC\\_HighlandPark2024AppRenewal\\_QuestionB14.xlsx](https://bicyclefriendly.secure-platform.com/file/41238/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0MTIzOCwiYWxsbn3dOb3RTaWduZWRVcmwiOiJGYWxzZSIsImNmIiwiaWF0Ij0iP7I9PseIw?2024_04_23%20-%20BFC_HighlandPark2024AppRenewal_QuestionB14.xlsx))

The following answers for B15a-e should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above).

**B15a. Total current Roadway Network:**

134.59

**B15b. Percentage of Roadway Network that is high-speed:**

4.58

**B15c. Percentage of Roadway Network that is low-speed:**

0.91

**B15d. Percentage of Roadway Network where speed limit is unknown:**

0

The following answers for B16a-h should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

**B16a. Total current mileage of on-street bike facilities:**

9.03

**B16b. Total current mileage of off-street bike facilities:**

7.69

**B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):**

16.72

**B16d. Total current mileage of other markings and features:**

42.94

**B16e. Ratio of Total Current Bicycle Network to Roadway Network:**

12

**B16f. Percentage of Roads with ANY on-street bike facilities:**

7

**B16g. Percentage of Roads with LOW-STRESS on-street bike facilities**

6

**B16h. Percentage of ALL bike facilities and other markings or features that are LOW-STRESS:**

26

**B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?**

No

The following answers for B18a-f should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

**B18a. Planned On-Road Bike Facilities:**

0

**B18b. Planned Off-Road Bike Facilities:**

0

**B18c. Planned LOW-STRESS Bike Facilities:**

0

**B18d. Planned other markings & features:**

0

**B18e. Plans to upgrade any existing bike facilities:**

none

**B18f. Plans to lower speed limits or design speeds of any existing roads:**

none

**B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?**

Bike/pedestrian overpasses/underpasses, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings, Stop signs for vehicle traffic

**B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?**

Designed new roads with slow speeds, complete streets, and/or Safe System Approach principles, Automated (e.g. camera or video) speed enforcement for motor vehicles

**B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?**

"Cut-throughs" that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Signed bike routes directing bicycle traffic to low-stress facilities, Signage or markings to designate right-of-way on shared-use paths

**B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?**

Efforts to reduce air pollution, Street lighting on most arterials, Street lighting on most non-arterials, Lighting on most shared-use paths, Benches or other seating options added along bike routes/facilities, Public art or murals, Historical or cultural information

**B22a. Please describe any efforts to incorporate public art or murals along your community's bicycle network.**

Mural Arts Ordinance to allow for public art murals in designated zoning districts

**B22a. Public Art or Murals - Optional File Upload:**

Ordinance 03-11-2024 -027-2024 Regarding Mural Arts  
Download File ([https://bicyclefriendly.secure-platform.com/file/42837/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0MjgzNywiYWxsY3dOb3RtaWduZWVcmwiOiJGYWxzZSIsImNm9yRmWu3CaOgDYrWACKW-F3y8U?Ordinances%20-%2003\\_11\\_2024%20-%20027-2024.pdf](https://bicyclefriendly.secure-platform.com/file/42837/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0MjgzNywiYWxsY3dOb3RtaWduZWVcmwiOiJGYWxzZSIsImNm9yRmWu3CaOgDYrWACKW-F3y8U?Ordinances%20-%2003_11_2024%20-%20027-2024.pdf))

**B22b. Please describe any efforts to incorporate historical or cultural information in your community's bicycle network.**

Historic Preservation Commission sponsors a bike tour each year highlighting local historic properties.

**B22b. Historical or Cultural Information - Optional File Upload:**

Bike Tour - Historic Homes (2024)

Download File (<https://bicyclefriendly.secure-platform.com/file/42839/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0MjgzOSwiYWxs3dOb3RTaWduZWVcmwiOiJGYWxzZSIsImInbm9yBike%20Tour%20-%20Historic%20Homes.pdf>)

**B23. Are there any signalized intersections in your community?**

Yes

**B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

Push-buttons that are accessible from the road or trail/side path, Push-buttons are designed and located at an accessible height for a variety of users

**B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?**

None of the above

**B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?**

Other

**B25a. If other, please describe.**

Phone calls and emails

**B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?**

Established funding or capital budget line item for routine maintenance of bike facilities, such as repainting bike lanes, Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes), Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance), Policy or standards for clearing snow and ice from on- and/or off-street bikes facilities, Policy or set schedule for repaving roads

**B26a1. Sweeping**

Same time as other travel lanes

**B26a2. Pothole maintenance/ surface repair**

Within 24 hours of complaint

**B26a3. Restriping/ repainting markings**

Annually

**B26b1. Sweeping**

As needed

**B26b2. Vegetation maintenance**

Annually

**B26b3. Surface repair**

Within 24 hours of complaint

**B26b4. Restriping/ repainting markings**

As needed

**B26c1. On-street bicycle facilities**

Same time as other travel lanes

**B26c2. Off-street bicycle and shared use facilities**

Same time as roadways

**B26d. What is your community's road repaving schedule or how often are roads routinely repaved in your community?**

Annually

**B27. Does your community have a rail transit, bus, or other public transportation system?**

Yes

**B27a. Which of the following types of public transportation are offered in your community?**

Public buses, Paratransit, Commuter rail

**What percentage of your community's public buses are equipped with bike racks?**

100%

**Are bikes allowed inside public buses?**

None of the above

**What percentage of bus stops are equipped with secure and convenient bike parking?**

10% or less

**What percentage of Paratransit vehicles are equipped with accessible bike racks?**

None

**Are adaptive cycles allowed inside Paratransit vehicles?**

None of the above

**B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?**

Yes

**B27b1. Please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.**

Bike shelter, bike racks, and repair stations.

**B27c. How are residents and visitors encouraged to combine cycling and public transportation?**

Information on bike racks/storage provided on transit schedules

*Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.*

**B28. Does your community currently have a community-wide bike sharing program that is open to the general public?**

No

Bike share programs are becoming popular and can contribute to making it possible for more people to choose to bike more often. In many communities bike share programs are large investments and it is important that they are sustainable in order to provide a dependable system for people in the community. While bike share programs are important and encouraged, having one is not essential to receiving a Bicycle Friendly Community award, particularly for smaller communities or non-urban communities.

**B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?**

Indoor cyclist training facility, Snow/Fat tire bike trails

**B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.**

Bannockburn, IL (Never Applied); Cook County, IL (Never Applied); Deerfield, IL (Never Applied); Lake Forest, IL (Never Applied); Glencoe, IL (Never Applied); Highwood, IL (Never Applied); Northbrook, IL (Never Applied)

**B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?**

In contact with other communities regarding the Skokie Valley Trail

**B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?**

Yes

**B32a. If yes, please describe.**

Lake County coordination for continuous McClory Bike Trail and standardized signage.

**B33. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists.**

**B34. If this is a renewing application, please summarize the biggest changes to your community's bicycle-related Engineering efforts or investments since your last BFC application.**

Adoption of a Complete Streets policy and ordinance

**Page: Education**

**C1. Do any public or private elementary schools offer regular bicycle education to students?**

Yes

**C1a. What percentage of your public and private elementary schools offer bicycle education?**

100%

**C1b. What kinds of bike education/curriculum is offered in elementary schools? Check all that apply.**

Traffic safety/rules of the road

**C1c. Are there any on-bike learning opportunities for students at these elementary schools?**

No

**C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?**

NA

**C2. Do any public or private middle schools offer regular bicycle education to students?**

Yes

**C2a. What percentage of your public and private middle schools offer bicycle education?**

100%

**C2b. What kinds of bike education/curriculum is offered in middle schools? Check all that apply.**

Traffic safety/rules of the road, Other

**C2b1. If other, please describe.**

National Highway Safety Administration rules.

**C2c. Are there any on-bike learning opportunities for students at these middle schools?**

No

**C2d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students?**

None

**C3. Do any public or private high schools offer regular bicycle education to students?**

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

**C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.**

Learn to ride classes, Bike clinics or rodeos, ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children, Temporary safety towns or traffic gardens, Helmet fit seminars, Bicycle safety is taught as part of driver education curriculum, Other

**C4a. If other, please describe.**

The Highland Park Public Library puts up a display in May in honor of Bike Month, including a framed copy of the City's proclamation, bike related books,, local trail maps, and brochures for the local bike club. The Northern Suburban Special Recreation Association (NSSRA) provides learn to ride for children with disabilities.

**C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?**

The Park District of Highland Park has an average 100-110 unique participants that take part in their Safety Village program, which includes safety practices while riding a bike. The Library has an average 800 daily visitors and the display is typically up for several weeks. The NSSRA serves approximately 12 children per a 7-week session.

**C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?**

Yes

**C5a. What type of classes are available for adults? Check all that apply.**

Classes that include on-bike instruction, Information sessions/workshops, Other

**C5a1. If other, please describe.**

Bike Walk HP has offered classes periodically in coordination with the League of American Bicyclists. Bicycle shops in town offer clinics as well.

**C5b. What topics are covered in these classes? Check all that apply.**

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics

**C5c. Who teaches these classes? Check all that apply.**

League Cycling Instructor, Local bike shop employee, Local bicycle advocate

**C5d. On average, how often are these classes offered?**

Less than annually

**C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?**

No

**C5f. Please estimate how many total adults are reached annually in your community through these classes?**

Classes are held irregularly and have variable attendance rates.

**C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community?**

None of the above

**C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?**

Community-wide public education campaign, Educational group rides, Bike-specific website or social media accounts for community, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Welcome packet for new residents, Permanent signage, displays, or information kiosks, Table or booth at community events

**C6a. If checked, please describe and provide an example file or link of your community's public bike education campaign.**

[https://www.cityhpil.com/environment/transportation/biking\\_and\\_walking.php](https://www.cityhpil.com/environment/transportation/biking_and_walking.php)  
[https://www.cityhpil.com/news\\_detail\\_T21\\_R1116.php](https://www.cityhpil.com/news_detail_T21_R1116.php)

**C6a. Optional URL for public education campaign:**

[https://www.cityhpil.com/environment/transportation/biking\\_and\\_walking.php](https://www.cityhpil.com/environment/transportation/biking_and_walking.php) ([https://www.cityhpil.com/environment/transportation/biking\\_and\\_walking.php](https://www.cityhpil.com/environment/transportation/biking_and_walking.php))

**C6a. Optional file upload for public education campaign:**

Bike Safety Clinic hosted by Kiwanis  
Download File (<https://bicyclefriendly.secure-platform.com/file/42846/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUkiOiJ0Mjg0NiwiYWxsIj00b3R0aWduZWRVcmwiOiJGYWxzZSIiImNmNm9yOjY0w9AyWoBwhJHEAyc%KIWANIS%20BikeSafetyClinic%20June%208%202024%20non%20ad.docx>)

**C6b. If checked, please provide up to 3 links to your community's bike-specific website and/or social media account(s):**

<https://cms6.revize.com/revize/highlandparkil/environment/transportation/docs/MoveHP%2010.13.20.pdf>  
(<https://cms6.revize.com/revize/highlandparkil/environment/transportation/docs/MoveHP%2010.13.20.pdf>)

**C6b. optional second link:**

[https://cms6.revize.com/revize/highlandparkil/government/city\\_departments/police/docs/Bike%20Helmet%20Safety.pdf](https://cms6.revize.com/revize/highlandparkil/government/city_departments/police/docs/Bike%20Helmet%20Safety.pdf)  
([https://cms6.revize.com/revize/highlandparkil/government/city\\_departments/police/docs/Bike%20Helmet%20Safety.pdf](https://cms6.revize.com/revize/highlandparkil/government/city_departments/police/docs/Bike%20Helmet%20Safety.pdf))

**C6b. optional third link:**

[https://www.cityhpil.com/news\\_detail\\_T21\\_R1115.php](https://www.cityhpil.com/news_detail_T21_R1115.php) ([https://www.cityhpil.com/news\\_detail\\_T21\\_R1115.php](https://www.cityhpil.com/news_detail_T21_R1115.php))

**C7. Which of the following information is shared using the methods checked above? Check all that apply.**

Safe riding skills/habits, Traffic Skills/Rules of the Road/Sharing the road with vehicles, Sharing trail or path or pedestrians (e.g. path or trail etiquette) , Route planning, Traffic laws/ rules of the road, Family biking/riding with children

**C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?**

Public service announcements, Community-wide public education campaign, Share the Road educational videos on community website/TV channel/social media, Community newsletter/magazine article/blog, Community maps (print or digital), Information in new resident packet, Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.), Motorist ticket diversion program with Bicycle Friendly Driver or similar training included

**C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?**

Law enforcement officers

**C10. Are any of the following educational materials provided to community residents and/or businesses?**

Smart Cycling Quick Guide in English, Online learning (learn.bikeleague.org) , Other local, statewide, or national bike safety resource

**C10a. If other, please list or describe.**

[https://www.cityhpil.com/news\\_detail\\_T21\\_R1115.php](https://www.cityhpil.com/news_detail_T21_R1115.php) Illinois Secretary of State publications, and links on the City website to various cycling and biking organizations, such as National Center for Biking and Walking, Pedestrian and Biking Information Center, and local bike advocacy groups.

**C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community?**

0

**C12. When was the last time your community hosted a LCI seminar to bring on new instructors?**

Unknown

**C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?**

Traffic law enforcement officials are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling, Traffic law enforcement officials regularly receive training on roadway safety and rules of the road as they relate to cyclists, Traffic law enforcement officials and emergency responders regularly receive training on crash reporting for cyclists and other vulnerable roadway users

**C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?**

None of the above

**C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?**

No

**C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?**

None

**C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?**

None of the above

**C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?**

None of the above

**C19. Describe any other education efforts in your community that promote safe cycling.**

Bike Walk HP advocacy group participates in social media discussion on bike safety and sharing the road. HP Police conduct educational calls to some drivers who are reported to have created roadway conflict with cyclists, especially when video is available, annual Century Ride form area bike club passes through several miles of Highland Park and provides annual share the road reinforcement and signage. City of Highland Park makes May Bike Month proclamation. City website has Bicycle rules of the Road and Share the Road webpages.  
[https://www.cityhpil.com/news\\_detail\\_T21\\_R203.php](https://www.cityhpil.com/news_detail_T21_R203.php)

**C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application.**

Construction of a new side path on a major east - west thoroughfare (Clavey Road). Construction of two additional trails or side paths on the other east-west thoroughfares (Park Ave and Lake Cook Rod). New signage for McClory and Skokie Valley bike trails. Partnership with Bike Walk Highland Park around roadway safety for cyclists (patching and repaving). New bike paths along north side of Lake Cook road to connect Chicago Botanic Garden with existing bike paths.

**Page: Encouragement**

**D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?**

Locally-designated Bicycle Friendly Business District

**D1a. Please provide a link to your locally-designated Bicycle Friendly Business District.**

[https://www.cityhpil.com/news\\_detail\\_T21\\_R297.php](https://www.cityhpil.com/news_detail_T21_R297.php) ([https://www.cityhpil.com/news\\_detail\\_T21\\_R297.php](https://www.cityhpil.com/news_detail_T21_R297.php))

**D2. What other (non-bike specific) groups, agencies, or institutions actively promote and encourage bicycling in the community? Check all that apply**

Civic association(s) (e.g. Rotary, Lion's Club, Kiwanis, etc.), Law Enforcement or Public Safety Agency

**D2a. For EACH category checked in D2, please provide an example of how this group, agency, or institution promotes or encourages bicycling in the community.**

Kiwanis sponsor a bike safety clinic. Police sponsors bike clinics/rodeos and pubic outreach.

**D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?**

No

The Bicycle Friendly Business (<https://bikeleague.org/business>) and Bicycle Friendly University (<https://bikeleague.org/university>) programs can be great tools to increase ridership in your community. Learn more and find resources to help you promote these programs at [bikeleague.org/bfa/toolkit](https://bikeleague.org/bfa/toolkit) (<https://bikeleague.org/bfa/toolkit>).

**D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.**

Printed/digital bicycle network map , Printed/digital greenways and trails map

**D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?**

Celebrate National Bike Month (and/or a state-specific Bike Month), Bike To School Day(s), Bicycle-themed festivals/parades/shows, Family-friendly group rides or events (e.g. riding with young children), Trail construction or maintenance days, Public education campaign(s) related to the benefits of cycling (e.g. with a focus on public health, climate)

**D5a. Provide a link to your community's Bike Month or Bike to Work Day website:**

[https://www.cityhpil.com/news\\_detail\\_T21\\_R881.php](https://www.cityhpil.com/news_detail_T21_R881.php) ([https://www.cityhpil.com/news\\_detail\\_T21\\_R881.php](https://www.cityhpil.com/news_detail_T21_R881.php))

**D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.**

**D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?**

None of the above

**D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?**

None of the above

**D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?**

Yes

**D9a. Please provide details for each cycling club, group, or team that is active in your community.**

Social or Recreational Clubs or Groups

**velo club roubaix**

**Website:** <https://www.veloclubroubaix.com/>

**Type:** Recreational bike club {8b1b3bc1-4664-409a-a0e1-41f2fb2ccd59}

**Contact:** ,

**Involved in App?** No

**Bicycle Club of Lake County**

**Website:** <https://bikebclc.com/>

**Type:** Recreational bike club {8b1b3bc1-4664-409a-a0e1-41f2fb2ccd59}

**Contact:** ,

**Involved in App?** No

**D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?**

**D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?**

None of the above

**D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?**

None of the above

**D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?**

Free, voluntary bicycle registration system (e.g. local registration system, Bike Index, Project 529), Security cameras near public bike parking, Bike racks in well-lit, visible locations

**D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?**

1 shop for every 15,001-30,000 residents

**D14. Are there any bike co-ops or non-profit community bike shops within the community's boundaries?**

No

**D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?**

There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)

**D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.**

**D17. If this is a renewing application, please summarize the most significant changes to your community's bicycle Encouragement efforts or investments since your last BFC application**

Kiwanis bike clinics, law enforcement outreach, adoption of a Complete Streets Ordinance, expanded bike trails, and updated and new signage.

**Page: Evaluation & Planning**

**E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?**

No primary bike program manager, but bike responsibilities are in multiple employees' job descriptions

**E2. Is there a Safe Routes to School Coordinator position?**

No

**E2a. If no, what are the greatest challenges or barriers keeping your community from creating this kind of role?**

Budget and staff obligations

**E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?**

.25

Please download the FTE worksheet by clicking here ([https://bit.ly/BFC\\_E3\\_2024](https://bit.ly/BFC_E3_2024)) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "BFC\_2024\_E3 FTE Worksheet\_ YOUR COMMUNITY NAME.xlsx" and upload the worksheet below. If you have any questions, please contact [bfa@bikeleague.org](mailto:bfa@bikeleague.org).

**E3a. Please upload your completed FTE worksheet here:**

6/18/2024

Download File ([https://bicyclefriendly.secure-platform.com/file/42852/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0Mjg1MiwiaWYxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbW9yqVnss?BFC\\_Fall%202023\\_E3%20FTE%20Worksheet\\_TEMPLATE.xlsx](https://bicyclefriendly.secure-platform.com/file/42852/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo0Mjg1MiwiaWYxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbW9yqVnss?BFC_Fall%202023_E3%20FTE%20Worksheet_TEMPLATE.xlsx))

**E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?**

None of the above

**E5. Does your community have an officially-recognized Bicycle Advisory Committee?**

No, but other similar committee exists

**E5e. If other similar committee exists, please describe:**

Transportation Advisory Group (TAG)

**E6. What tools or systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?**

Public Engagement Plan(s) for bicycle project(s) or plan(s), Other

**E6e. If other tools or systems are in place to increase or improve community engagement, please describe.**

City of Highland Park website has various pages regarding bike safety and ridership interest

**E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?**

Project- or plan-specific community advisory or citizen oversight task group(s) or committee(s) appointed by local government, Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations), Consensus Workshops, Public Meetings, Focus Groups

**E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?**

Public meetings are recorded and made available on the community's website

**E9. Does your community have a comprehensive bicycle master plan or similar section in another document?**

Yes

**E9a. What year was the plan originally adopted?**

2012

**E9a1. Has the plan been updated or revised since it was first adopted?**

Yes

**E9a2. If yes, what year was the plan most recently updated?**

2020

**E9b. Provide a link to the current plan.**

<https://www.cityhpil.com/environment/transportation/docs/MoveHP%2010.13.20.pdf> (<https://www.cityhpil.com/environment/transportation/docs/MoveHP%2010.13.20.pdf>)

**E9c. Is there a dedicated budget for implementation of the plan?**

Yes

**E9c1. What is the designated annual budget or funding allocated?**

420000

**E9c2. List or describe funding source(s).**

The Transportation Advisory Group is open for all members of the community to attend and provide comment

**E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?**

Yes

**E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.**

The goals of Move HP are:

- 1) Develop and adopt policies, plans, and guidelines to assure that cycling and walking area a safe and integral part of City life
- 2) Partner with government, non profit, and other local organizations and 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 facilities in the community
- 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, and evaluation programs

**E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?**

0-10%

**E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:**

**E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?**

None

**E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)**

Yes

**E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.**

[https://www.cityhpil.com/government/city\\_departments/finance/docs/FY24%20Adopted%20Document%20-%20Final.pdf](https://www.cityhpil.com/government/city_departments/finance/docs/FY24%20Adopted%20Document%20-%20Final.pdf)

**E10b. Please upload the most recent transportation budget for your community.**

No File Uploaded

**E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?**

**E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?**

**E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?**

No

**E12. Has your community conducted any kind of connectivity analysis for the bicycle network?**

No

**E13. Does your community have a performance measurement program for biking or active transportation infrastructure?**

No

**E14. How does your community collect information on bicycle usage? Check all that apply.**

None of the above

*Additional files may be uploaded at the end of the application.*

**E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)**

No File Uploaded

**E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)**

No File Uploaded

**E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)**

No File Uploaded

**E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)**

No File Uploaded

**E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)**

No File Uploaded

**E15. What is your best estimate for your community's current bicycle mode share?**

unknown

**E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)**

No

**E17. Does your community collect and track bicyclist crash data?**

Yes

**E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?**

2.6

**E18. Does your community collect and track bicyclist "near misses"?**

No

**E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?**

1

**E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?**

No

**E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?**

No

**E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?**

Ban on cell phone use while driving , Ban on texting while driving, Safe passing distance law, Law that allows cyclists to treat an unresponsive red light as a stop sign (i.e. "Dead Red" law)

**E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?**

Restrictions on sidewalk riding inside the Central Business District

**E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.**

**E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?**

No

**E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?**

Officials are required to report all traffic enforcement stops made of motor vehicle drivers, Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc., Demographic information is collected as part of all traffic stop data that is reported, Demographic information is collected for all traffic-related citations and arrests

**E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?**

Data summaries, analysis, or reports are published and made available to the public on a regular basis, Demographic data including sex or gender identity are included in publicly-available datasets, summaries, and/or reports, Data and/or analysis is routinely shared with a citizen oversight board or committee

**E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?**

**E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?**

AARP Age-Friendly Cities

**E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.**

**E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application.**

**Page: Equity & Accessibility**

The League defines (<https://bikeleague.org/content/equity-initiative>) "**Equity**" as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

"**Accessibility**" refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility (<https://rootedinrights.org/video/disabled-bikers/>).

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous "E" section, in addition to this new dedicated "Equity & Accessibility" section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org).

Thank you for continuing to learn and engage in this work along with us.

**F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?**

Yes

Please provide contact information for your community's DEI position or primary contact:

**F1a. DEI Contact First Name:**

Emily

**F1b. DEI Contact Last Name:**

Taub

**F1c. DEI Contact Title/Role:**

Assistant City Manager

**F1d. Department or Agency name:**

City of Highland Park

**F1e. DEI Contact Email:**

[etaub@cityhpil.com](mailto:etaub@cityhpil.com)

**F1f. Please describe how, if at all, the DEI initiative, department, or position supports equitable bike planning or outreach in the community.**

In July 2020, the City compiled diversity, equity and inclusion information, programs and initiatives into one central location on its web site for public reference and information. Diversity and inclusion initiatives can be found via this link:  
[https://www.cityhpil.com/government/diversity\\_and\\_inclusion/index.php](https://www.cityhpil.com/government/diversity_and_inclusion/index.php)

- Initiatives & Action
- Community Engagement
- Training, Recruitment, Staffing & Procurement
- Policies & Oversight
- Coalitions and Memberships
- Meet the City Virtual Event

**F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?**

No

**F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?**

No

If your local governmental agency has 50 or more employees (full-time, part-time, or seasonal), it is required by federal law to have a designated ADA coordinator.

While your community may not have a Disability Services or Disability Rights office or department, the ADA coordinator may be someone to connect with during the bike planning process.

**If your agency has 50 or more employees, who is the ADA coordinator?**

Emily Taub, Assistant City Manager

**F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?**

None of the above

**F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.**

**F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application?**

No

**F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling, or to transportation more broadly?**

No

**F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?**

No

**F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?**

None of the above

**F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.**

**F9. Has your community adopted any of the following types of equity-related action plans?**

None of the above

**F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?**

None of the above

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

**F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?**

NA

**F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?**

NA

**F13. If this is a renewing application, please summarize the most significant improvements to your community's bicycle-related Equity and Accessibility efforts or investments since your last BFC application.**

NA

**Page: Final Overview**

**G1. What are the top three reasons your community has made bicycling a priority?**

Improved quality of life, Community connectivity, Climate change/environmental stewardship concerns

**G2. Briefly describe the most positive outcome of your community's support for bicycling.**

Adoption of Complete Streets ordinance and policy.

**G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?**

Implementation of the Move HP plan.

**G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly?**

Adoption of the Complete Streets Policy, providing more bike racks, a bike shelter, and repair stations, and annual investment in bike related infrastructure improvements.

**G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?**

More bike only designated pathways.

**G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?**

HP is a fully built out community with an established street and pedestrian way system that is sometimes hard to retrofit to accommodate larger bike lanes.

**G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?**

Installation of new repair stations , bike shelter at transit node and more bike racks throughout the business districts.

**G8. Optional: What other communities do you look to as peers or comparable role models for your community?**

**G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?**

Yes

**G10. How did you hear about the Bicycle Friendly Community program?**

City Council member

**G11. Are you interested in learning more about potentially having the League come to your community to host a Bicycle Friendly Community Workshop in the coming year?**

Yes

**Page: Supplementary Materials**

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

**File 1**

No File Uploaded

**File 2**

No File Uploaded

**File 3**

No File Uploaded

**File 4**

No File Uploaded

**File 5**

No File Uploaded

**alias4afa849251284f4dacf48dbbf86ca422**

**Optional:**

**Page: Funding Resources**

*This page is designed to help your community identify potential funding sources to help pay for bicycle infrastructure and programming needs in your community. The League is also interested in better understanding how familiar communities currently are with their funding opportunities, so that we can develop the resources and guidance needed to fill those knowledge gaps.*

*This page will be updated more frequently than the rest of the BFC application, as funding opportunities or grant periods open/close. We encourage you to use the links on this page to learn more (<https://bikeleague.org/content/federal-funding-resources>), and to use the final question below to describe any challenges, questions, or barriers that your community faces when it comes to funding for bicycling. Please contact [bfa@bikeleague.org](mailto:bfa@bikeleague.org) (<mailto:bfa@bikeleague.org>) with any questions.*

*Last updated 2/17/23.*

**H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?**

Yes

**H1a. Does your MPO designate funding for bicycling and walking in their long-range plan?**

Unsure

**H1b. Does the MPO’s Transportation Improvement Plan (TIP) include bicycling and walking projects?**

Yes

**H1b1. If yes, has your community advocated for getting priority bicycling projects into the TIP?**

Yes

**H2. Under the Transportation Alternatives Program, States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?**

No

**H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants. The technical assistance can cover everything from scoping a project, to the application process, to the permitting process.**

**H3a. Has your state Department of Transportation offered technical assistance through the Transportation Alternatives Program?**

No

**H3b. Has your community requested technical assistance from your state DOT to help with TAP projects?**

No

**H3c. Has your community received technical assistance from your state DOT to help with TAP projects?**

No

**H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?**

Federal Funding, State Funding, Local Government Agency Funding

**What sources of Federal Funding are used?**

Formula Funding (federal funding distributed by the state)

**What Federal Formula Funding sources are used?**

Unknown

**What sources of State Funding are used?**

State Department of Transportation

**What sources of Local Government Funding are used?**

Other Local Agency Funding

**If other Local Agency Funding source, please list.**

City Capital Budget

**H5. If there is anything else you would like to share with the BFC review team about your community's budget or other funding made available for bike infrastructure development, please describe here.**



## Highland Park, IL



**2024 BFC Award: Bronze**

**Award History:** Bronze since 2018, previously Honorable Mention in 2016 and 2014.

### Highland Park's BFA Program Stats

# of Local Bicycle Friendly Businesses: **0**  
 # of Local Bicycle Friendly Universities: **0**  
 # of Local League Cycling Instructors: **0**  
 Illinois's Bicycle Friendly State Ranking: **#11**

The 5 Es Category Scores	Highland Park	Max Score this round
Engineering	35.60%	79.26%
Education	31.85%	83.25%
Encouragement	22.81%	90.86%
Evaluation & Planning	18.85%	75.73%
Equity & Accessibility	3.63%	75.47%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

### Key Outcomes

**Overall Commuter Ridership:** 0.3%

Male Commuter Ridership: 0.6%

Female Commuter Ridership: 0%

*(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)*

**Bicycle Mode Share:** Unknown

*(Reported by applicant)*

**Annual Average Bicyclist Crashes in last 5 years:** 2.6

**Annual Average Bicyclist Fatalities in last 5 years:** 1

*(Crashes and Fatalities both reported by applicant)*

### Community Profile

Population: 30,176

(Size classification for weighted scoring: Small)

Area: 12.24 square miles

Population Density: 2,465.40 people/square mile

Land Classification: Suburban

Poverty Rate: 3.4%\*

Median Household Income: \$159,567\*

Percent of the Population that Speaks a

Language Other Than English at Home: 16.1%\*

Percent with Disability: 8.8%\*

Percent of Households with No Vehicle Available: 3.4%\*

\*Source: [https://data.census.gov/profile/Highland\\_Park\\_city,\\_Illinois?q=160XX00US1734722](https://data.census.gov/profile/Highland_Park_city,_Illinois?q=160XX00US1734722)

### Highland Park's Bike Links

**Bike Network Map, if available:**

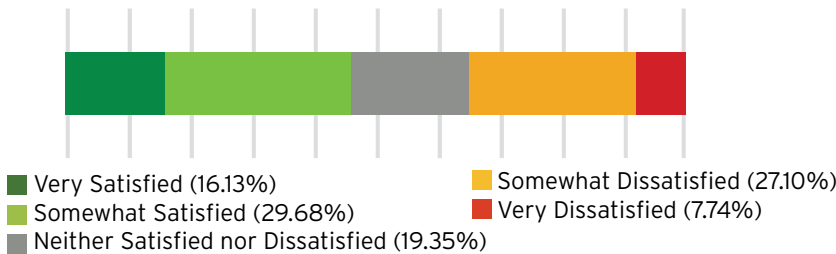
PDF available upon request.

**Bike Plan, if available:**

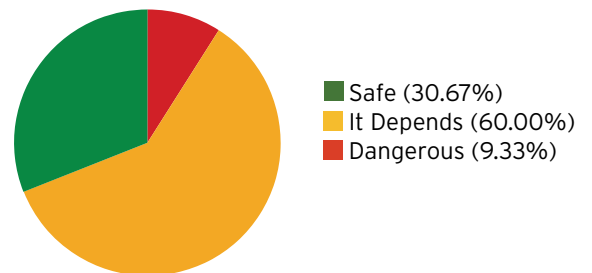
<https://www.cityhpil.com/environment/transportation/docs/MoveHP%2010.13.20.pdf>

## 2024 BFC Public Survey Response Summary for Highland Park, IL

How satisfied are you with how this community is designed for making bike riding safe? (n = 155)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 150)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 157)

1. More bike lanes (43.31%)
2. More bike paths (33.76%)
3. Improve existing bike lanes to protected bike lanes (27.39%)

## About this Report Card

The following scores are based on the online application submitted by Highland Park in the 2024 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All 2024 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

<b>ENGINEERING</b>	<i>Highland Park earned a weighted score of 35.60% in the Engineering Category. Below is the full breakdown of points that Highland Park earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	Highland Park's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	9.1 / 41 pts
	End-of-Trip Facilities	11.3 / 44 pts
	Bicycle Network	16.6 / 128 pts
	Network Maintenance	21.3 / 32 pts
	Bicycle Access to Public Transportation	8.8 / 23 pts
	Bike Sharing	0.0 / 24 pts
	Other Bicycle-Related Amenities	0.5 / 6 pts
	Regional Coordination	12.5 / 23 pts
Engineering Bonus Points	0.3 / 10 pts	

<b>EDUCATION</b>	<i>Highland Park earned a weighted score of 31.85% in the Education Category. Below is the full breakdown of points that Highland Park earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	Highland Park's Subcategory Points in Education
	Youth Bicycle Education	14.9 / 68 pts
	Adult Bicycle Education	18.2 / 47 pts
	Motorist Education	6.5 / 28 pts
	Bicycle Safety Education Resources	3.6 / 16 pts
	Inclusive Education	0.0 / 26 pts
	Education Bonus Points	0.3 / 7 pts

<b>ENCOURAGEMENT</b>	<i>Highland Park earned a weighted score of 22.81% in the Encouragement Category. Below is the full breakdown of points that Highland Park earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	Highland Park's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	2.0 / 17 pts
	Route-Finding Support	3.0 / 10 pts
	Bicycle Culture and Promotion	16.4 / 91 pts
	Access To Bicycle Equipment and Repair Services	4.3 / 35 pts
	Reducing Work-Related/Fleet VMT	3.0 / 11 pts
	Encouragement Bonus Points	0.6 / 7 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Highland Park earned a weighted score of 18.85% in the Evaluation &amp; Planning Category. Below is the full breakdown of points that Highland Park earned in each subcategory of the Evaluation &amp; Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	Highland Park's Subcategory Points in Evaluation & Planning
	Staffing And Committees	1.4 / 35 pts
	Public Engagement for Bicycle Planning	4.6 / 35 pts
	Planning, Funding, And Implementation	10.0 / 46 pts
	Evaluating The Bicycle Network	0.0 / 25 pts
	Evaluating Ridership	-0.3 / 20 pts
	Evaluating & Improving Safety Outcomes	11.3 / 42 pts
Evaluation & Planning Bonus Points	0.5 / 15 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Highland Park earned a weighted score of 3.63% in the Equity &amp; Accessibility Category. Below is the full breakdown of points that Highland Park earned in each subcategory of the Equity &amp; Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	Highland Park's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	1.5 / 24 pts
	Equity Data Collection & Goals	0.0 / 27 pts
	Equity & Accessibility Policies & Plans	0.0 / 21 pts
	Equity & Accessibility in Engineering	0.6 / 44 pts
	Equity & Accessibility in Education	(2.0) / 52 pts
	Equity & Accessibility in Encouragement	2.0 / 42 pts
	Equity & Accessibility in Evaluation & Planning	3.9 / 51 pts
Equity & Accessibility Bonus Points	0.0 / 9 pts	



## Highland Park, IL

**2024 BFC Award: Bronze | Award History:** Bronze since 2018, previously Honorable Mention in 2016 and 2014.

### FEEDBACK TO IMPROVE:

#### To maintain and improve on Highland Park's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Continue to expand and improve the City of Highland Park's low-stress on-road bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the on- and off-road bicycle network, and work to upgrade existing facilities, such as by installing bike lanes and protected bike lanes, and upgrading roads with sharrows or signed bike routes into dedicated bicycle boulevards.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Develop a design manual that meets current FHWA, AASHTO, and/or NACTO standards, or formally adopt one of these organizations existing up-to-date guides as official guidance for your community's transportation planners and engineers. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Increase the amount of high quality bicycle parking throughout the community. Adopt a bike parking ordinance for new and existing buildings that specifies standards for the amount and location of secure, convenient, APBP-compliant bike parking available. (See [appb.org/bicycle-parking-solutions](http://appb.org/bicycle-parking-solutions))
- » Expand and improve existing in-school bike safety education to include an on-bike component to help children and teens of all ages become safer and more confident riders. Provide a fleet of bikes in schools to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household, including adaptive cycles for children and youth with disabilities. Appoint or hire a dedicated Safe Routes to School Coordinator to lead these efforts.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) for more information.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income residents, and people with disabilities, in addition to gen-



## Highland Park, IL

**2024 BFC Award: Bronze | Award History:** Bronze since 2018, previously Honorable Mention in 2016 and 2014.

### FEEDBACK TO IMPROVE, CONTINUED:

eral non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.

- » Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other local employers.
- » While it is understandable that a community of Highland Park's size does not have a dedicated bike program manager or similar role for the city, we encourage your Planning, Engineering, and Community Development departments to provide staff with professional development and training opportunities for city employees who have bicycle-related responsibilities. Explore Association of Pedestrian and Bicycle Professionals (APBP), as well as webinars, seminars, and conferences from national organizations like the League of American Bicyclists, Smart Growth America, and America Walks. Your statewide group, Ride Illinois, may also have conferences or other learning opportunities for your staff to engage with.
- » Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps. Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: [https://bit.ly/FHWA\\_connectivity](https://bit.ly/FHWA_connectivity) and [https://bit.ly/FHWA\\_bikepedPMs](https://bit.ly/FHWA_bikepedPMs).
- » Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Highland Park. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.
- » Adopt a goal to eliminate traffic fatalities and serious injuries and support this goal with a comprehensive road safety plan and/or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety. Look into the Safe Streets and Roads for All (SS4A) Planning and Demonstration Grants from the U.S. Department of Transportation for potential funding opportunities to support this work: <https://www.transportation.gov/grants/SS4A>.
- » Consider what other local community groups exist in Highland Park who may be good potential partners to reach new audiences and build on existing bike education, encouragement, and en-



## Highland Park, IL

**2024 BFC Award: Bronze | Award History:** Bronze since 2018, previously Honorable Mention in 2016 and 2014.

### FEEDBACK TO IMPROVE, CONTINUED:

agement efforts. Question F4 on the BFC application provides a wealth of suggested community partners for you to consider, beyond the existing bike clubs and organizations that are already active in this space.

- » Explore potential partnerships with local, regional or statewide public health agencies and organizations that may be able to support your efforts to create more opportunities for active transportation and physical activity through community design. To show your community's commitment to health and wellness through active transportation, work with local elected officials to pass an Active People, Healthy Nation<sup>SM</sup> Proclamation this year. Active People, Healthy Nation<sup>SM</sup> is a national initiative led by the Centers for Disease Control and Prevention to help 27 million Americans become more physically active by 2027. Learn more about Active People, Healthy Nation<sup>SM</sup> Proclamations at: <https://www.cdc.gov/active-people-healthy-nation/php/data-research/proclamations.html>.













### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

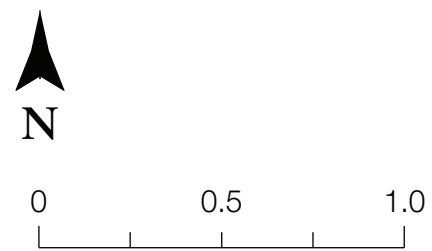
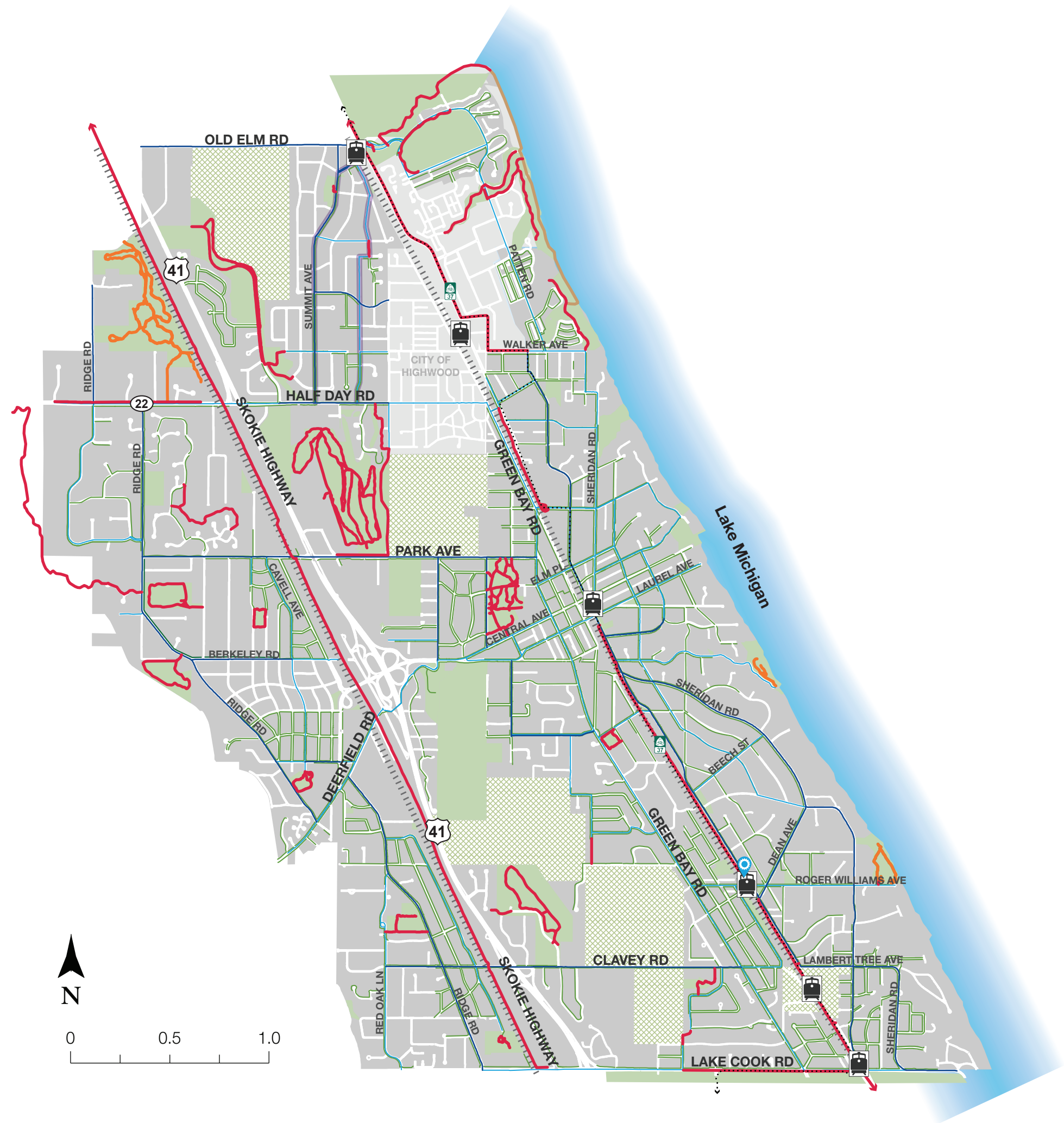
- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>

# City of Highland Park Bicycle & Pedestrian Network Map

Updated April 2024

## Legend

-  Trail
-  Trail - Pedestrian Only
-  Openlands Beach Trail - Pedestrian Only
-  Sharrows/Shared Lane Markings
-  Designated Bicycle Route
-  United States Bicycle Route (USBR) 37
-  Family Friendly Bikeway
-  Sidewalk
-  Bike Repair Station
-  Metra Train Station
-  Parks & Rec Facilities - Public
-  Parks & Rec Facilities - Private



# Welcome!

## Lake Cook Road Path Study

### Public Information Meeting #2

#### Study Overview

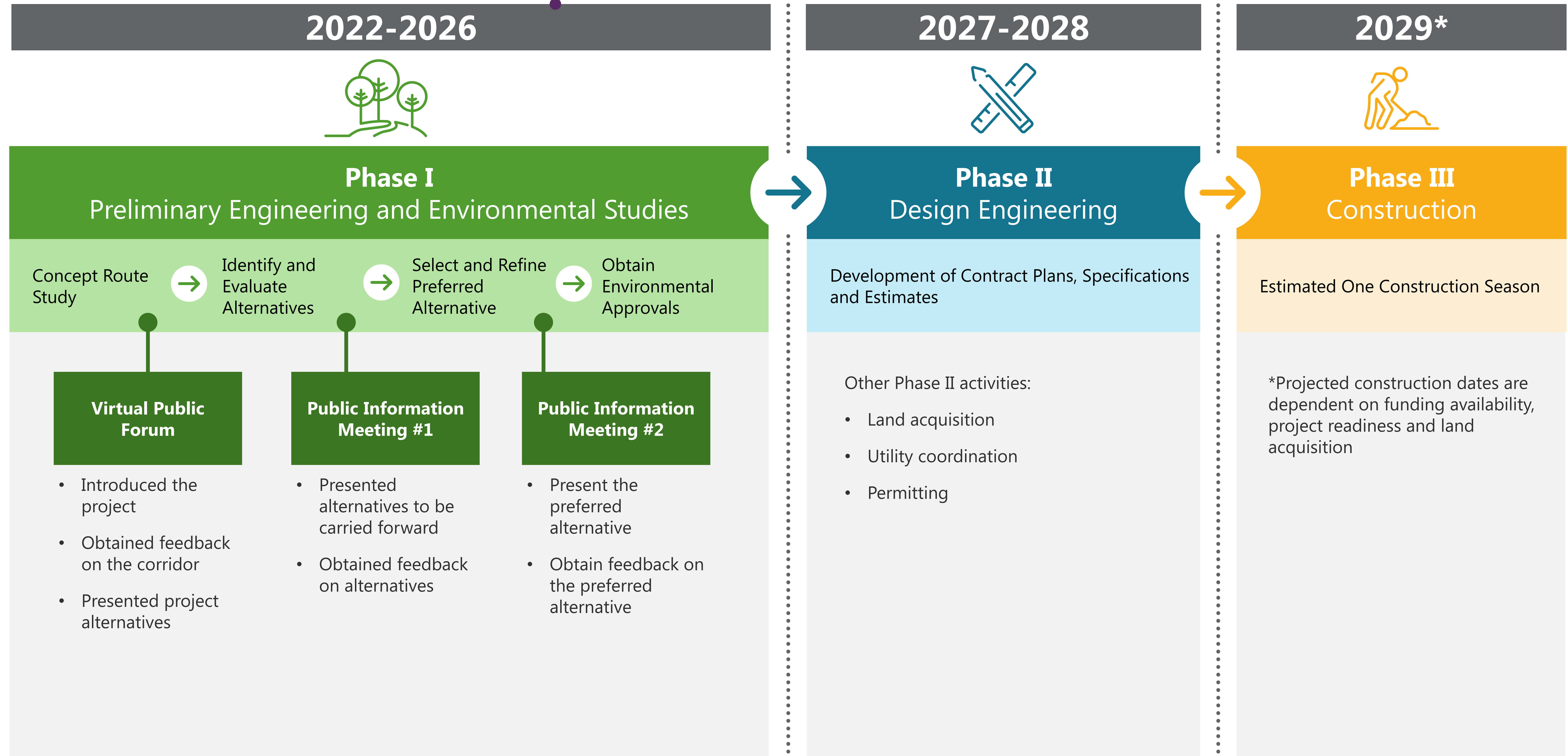
This study evaluated potential alignments and locations of a new path along Lake Cook Road between the Skokie Valley Path at Lake Cook Road and the North Branch Trail at Turnbull Woods Court (Chicago Botanic Garden)

#### Meeting Purpose

- Share study results and the preferred alternative with the public
- Gather public input



**We Are Here**



## What Is the Goal?

To provide a safe and comfortable facility for bicyclists and pedestrians to travel between the Skokie Valley Path and the North Branch Trail.

## Why Is the Study Needed?

- There is a **Gap in the regional system** of four major trails (Skokie Valley, North Branch, Green Bay, Robert McClory) which are all oriented mostly north-south. **No dedicated east-west bicycle facilities exist** though the trails and existing east-west sidewalk are highly utilized.
- Need for dedicated path facilities to provide **multimodal access to major destinations** along these trails, including Chicago Botanic Garden, Metra Stations, Ravinia, and Skokie Lagoons.
- Public feedback indicates the primary reason people do not bike or walk along this road is because they **do not feel safe or comfortable** under current conditions.

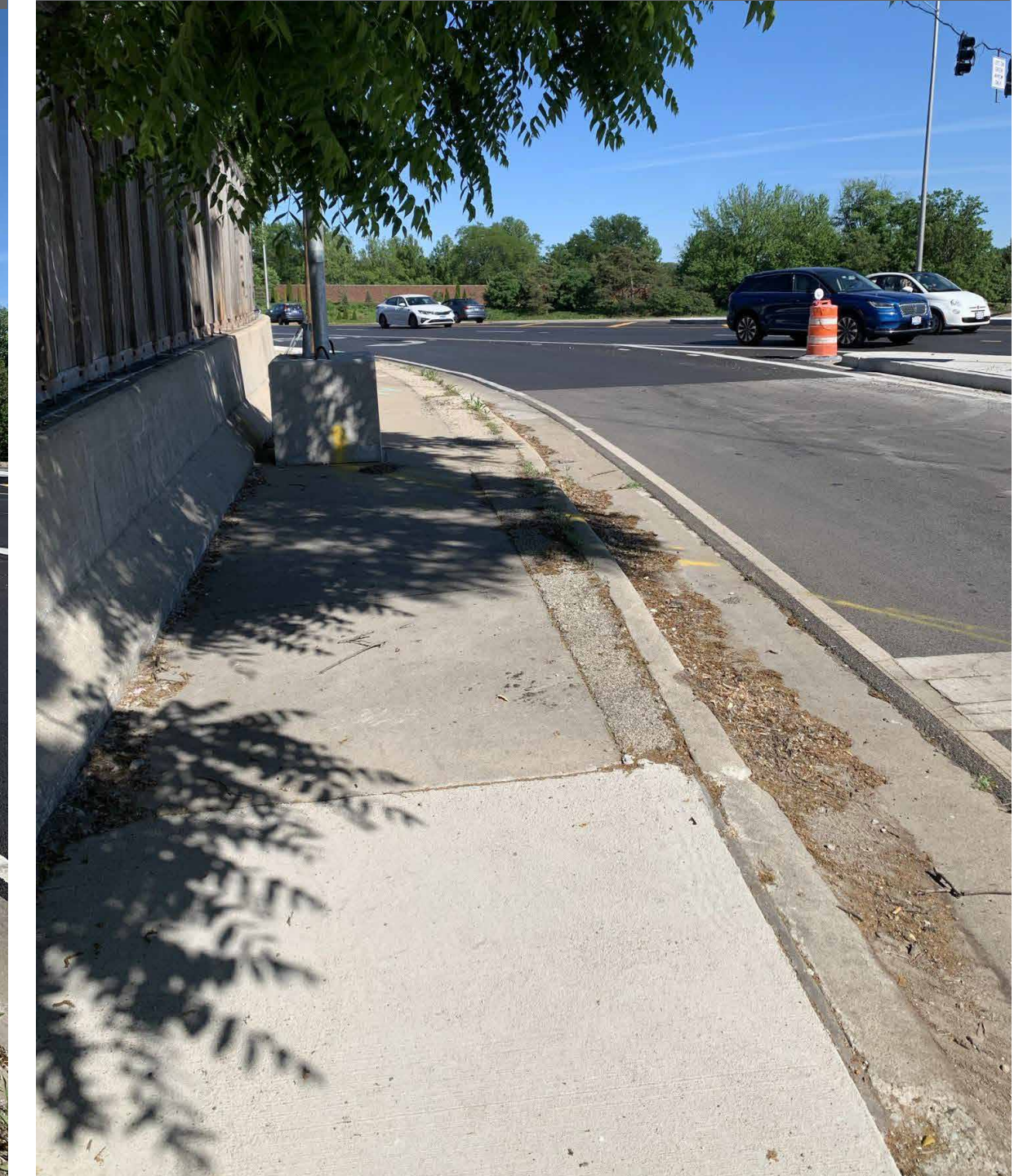
Looking east on the bridge over US-41.



Looking east toward Winona Rd.



Looking southeast from the US-41 northbound on-ramp.



Looking east at the US-41 northbound on-ramp.



# Lake Cook Road Path Study

## What We Heard

August 2022

Virtual Public Forum



May 30, 2024

Public Information Meeting #1



March 19, 2025

Highland Park Transportation Advisory Group Meeting



October 6, 2025

Highland Park City Council Meeting



Today's Meeting

Public Information Meeting #2



Of **745** Survey Responses:

**92%**

would use the path for recreation and commuting, with a majority using it only for recreation

**72%**

currently walk or bike along this section of Lake Cook Rd

**83%**

would be more likely to walk or bike if the path is constructed

Concerns for safety crossing the Skokie Blvd/US-41 ramp intersections due to vehicle conflicts and high speeds

Safety and comfort were cited as the main reason for not walking or biking along this section of Lake Cook Road

Preference that the path be physically separated from traffic

Preference to cross Lake Cook Road at a traffic signal

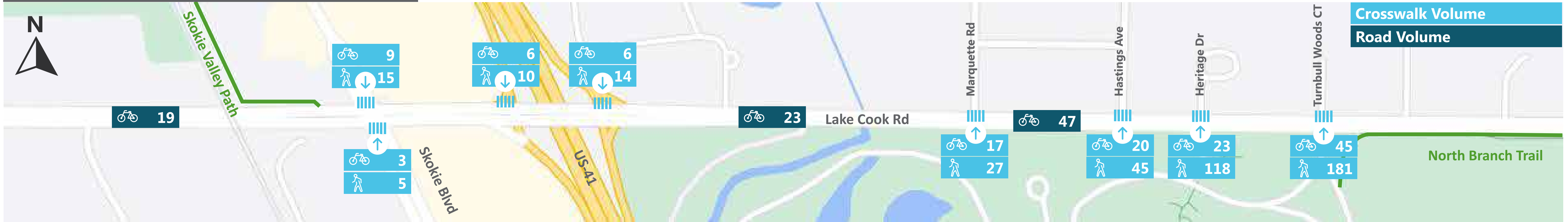
Concerns were expressed with crossing busy roads and driveways

### Vehicles, pedestrians, and bicyclists all use the corridor today.

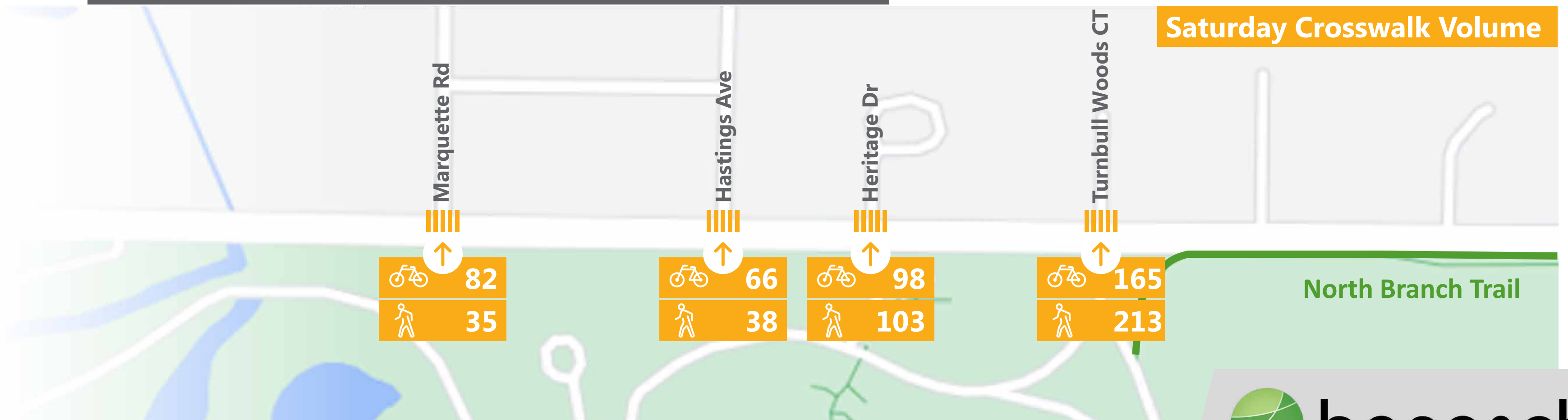
#### Vehicle Weekday Volume



#### Pedestrian/Bicyclist Weekday Volume



#### Pedestrian/Bicyclist Saturday Volume



- US-41 ramp volumes on the south side of Lake Cook Road are higher than those on the north side
- A large number of pedestrians and bicyclists currently use the north sidewalk east of Marquette Road
- Bicyclists are using both the roadway and the sidewalk

## Analyze Existing Conditions

*Virtual Public Forum  
August 2022*

## Develop Range of Alternatives

## Initial Alternative Screening

*Public Informational Meeting #1  
May 2024*

## Evaluate Alternatives

## Preferred Alternative Selected

*Public Informational Meeting #2  
Today*

### Evaluation Criteria

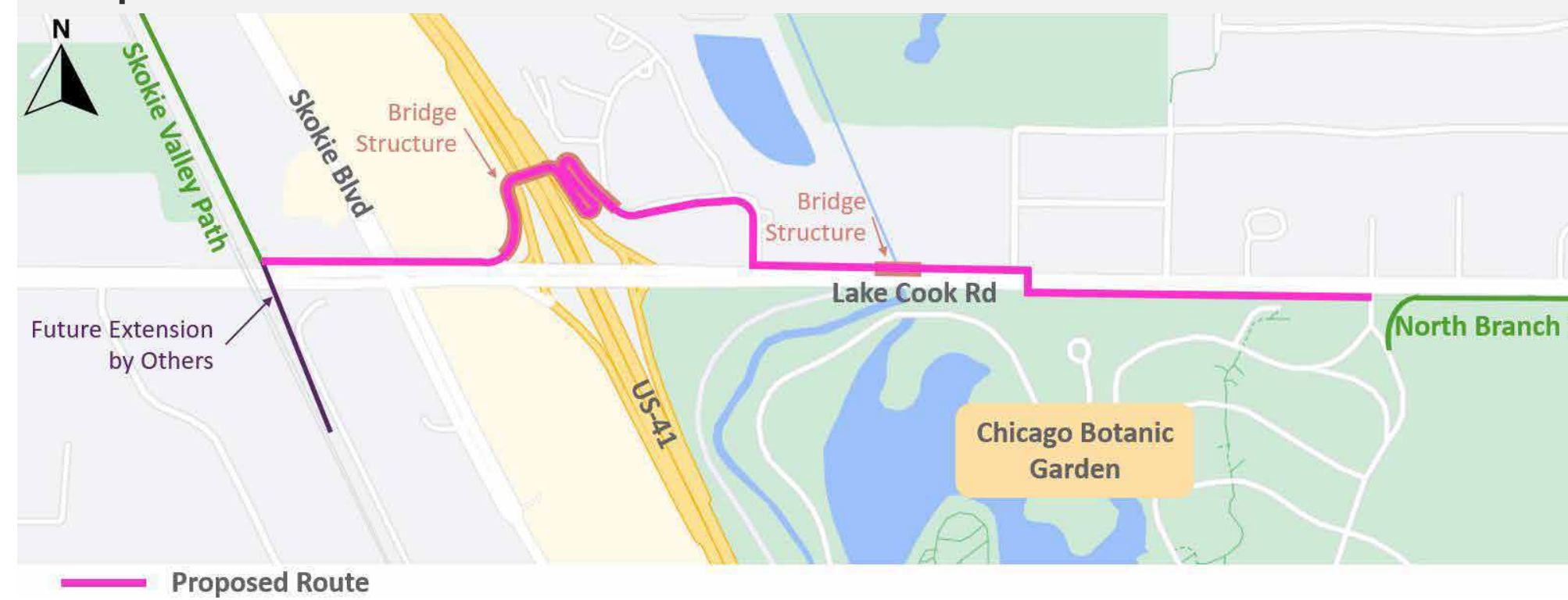
- ✓ Safety for all users
- ✓ Traffic Operations
- ✓ Environmental Impacts
- ✓ Corridor Character/Aesthetics
- ✓ Accessibility and Connectivity
- ✓ Property Impacts
- ✓ Cost
- ✓ Stakeholder Input
- ✓ Maintenance



### Eliminated Alternatives

#### Concept Route North Swooping

Dismissed due to cost and long-term maintenance requirements



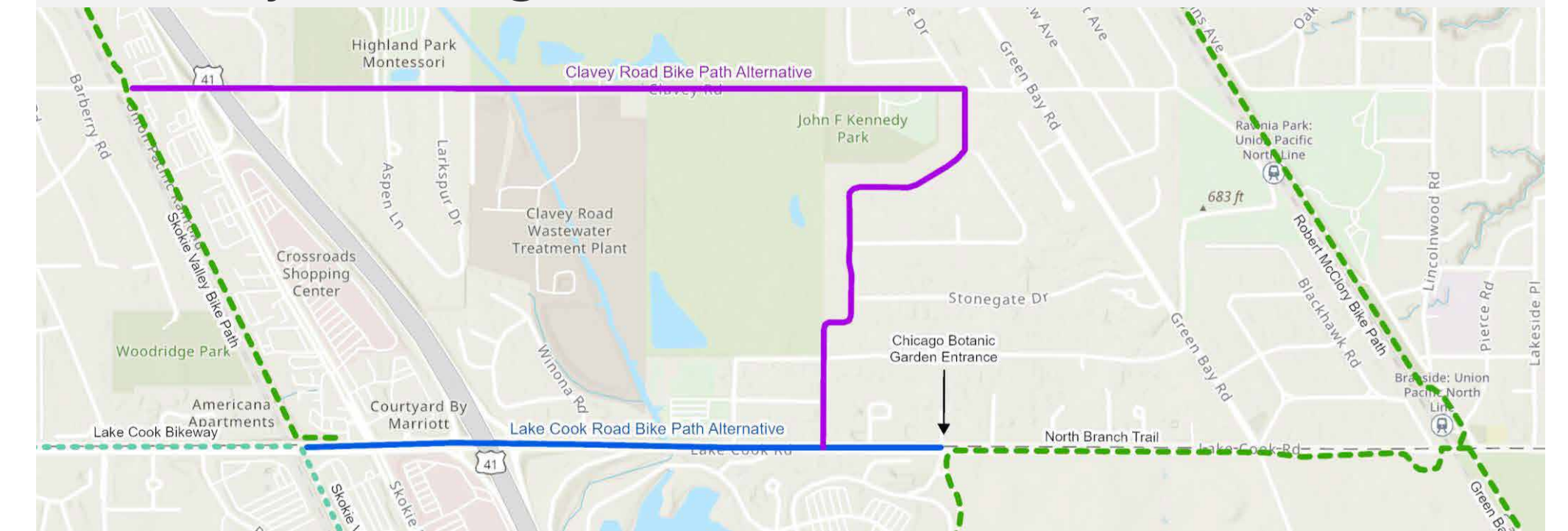
#### Concept Route South Adjacent

Dismissed due to bridge impacts and high-volume ramp crossings



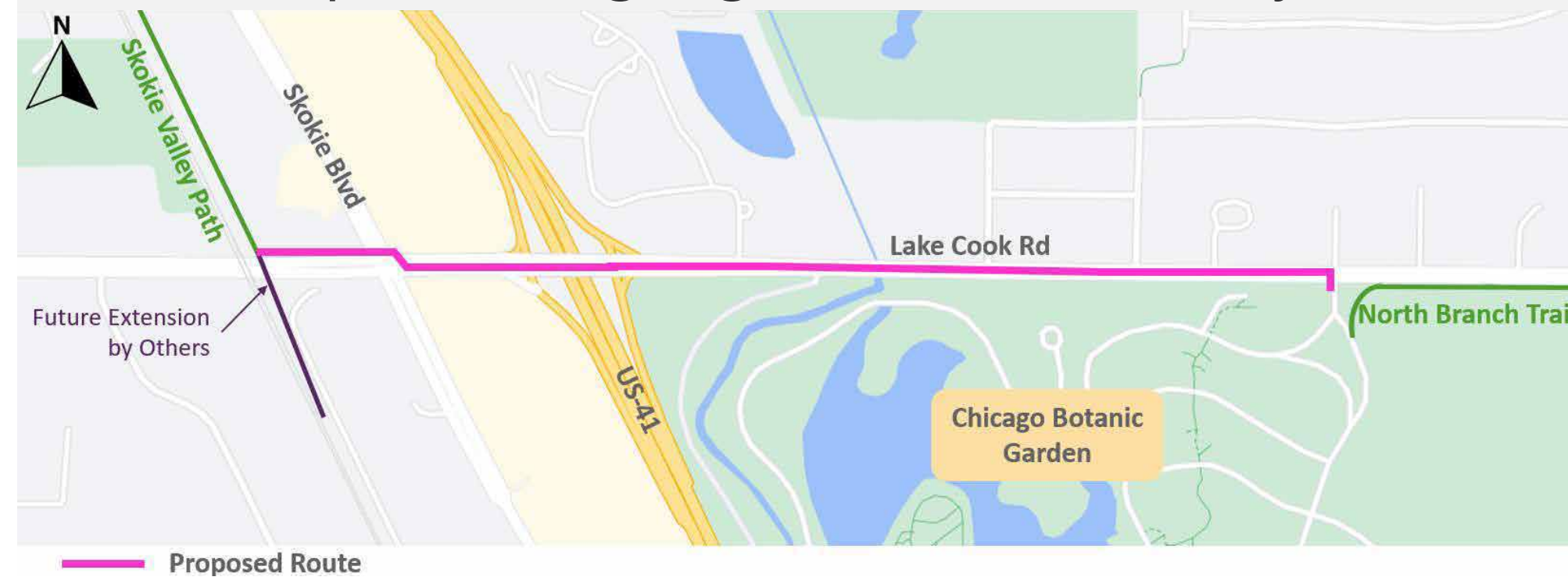
#### Concept Route Clavey Rd via Hastings Ave

Dismissed due to indirect route and large number of driveway crossings



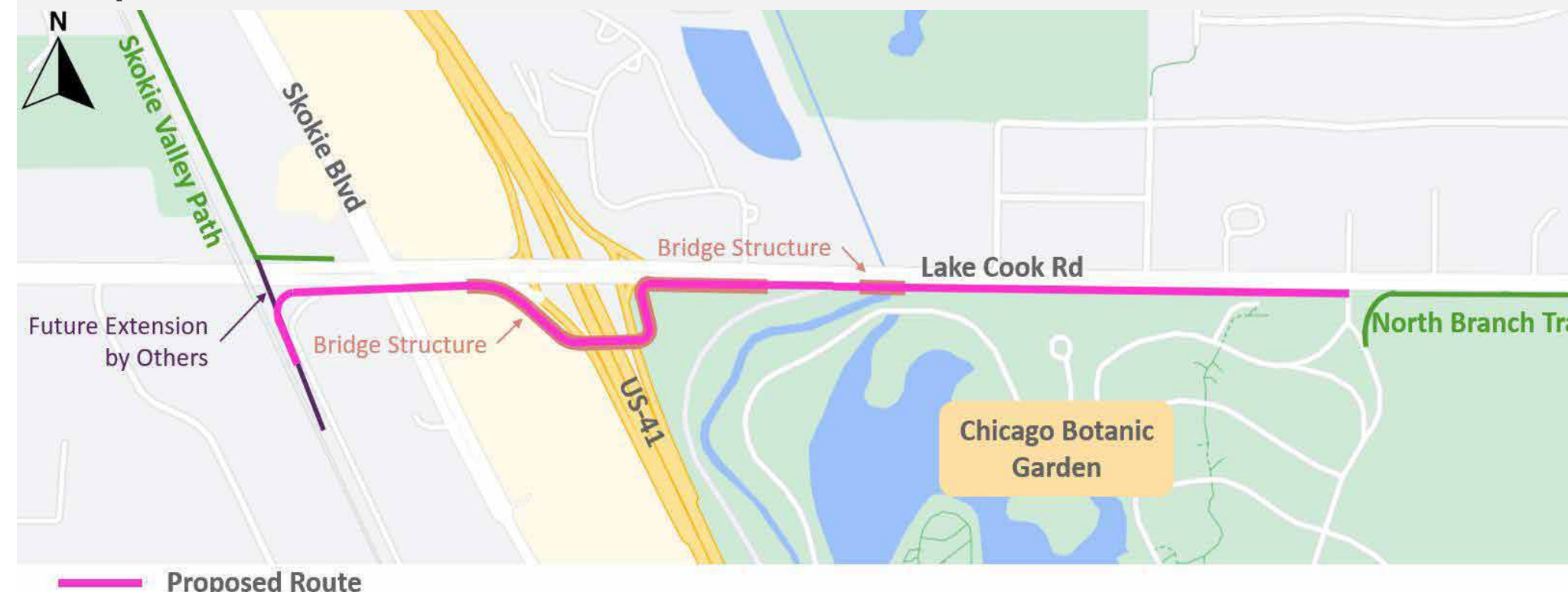
#### Concept Route Median

Dismissed due to preference for off-street path along high-volume roadways



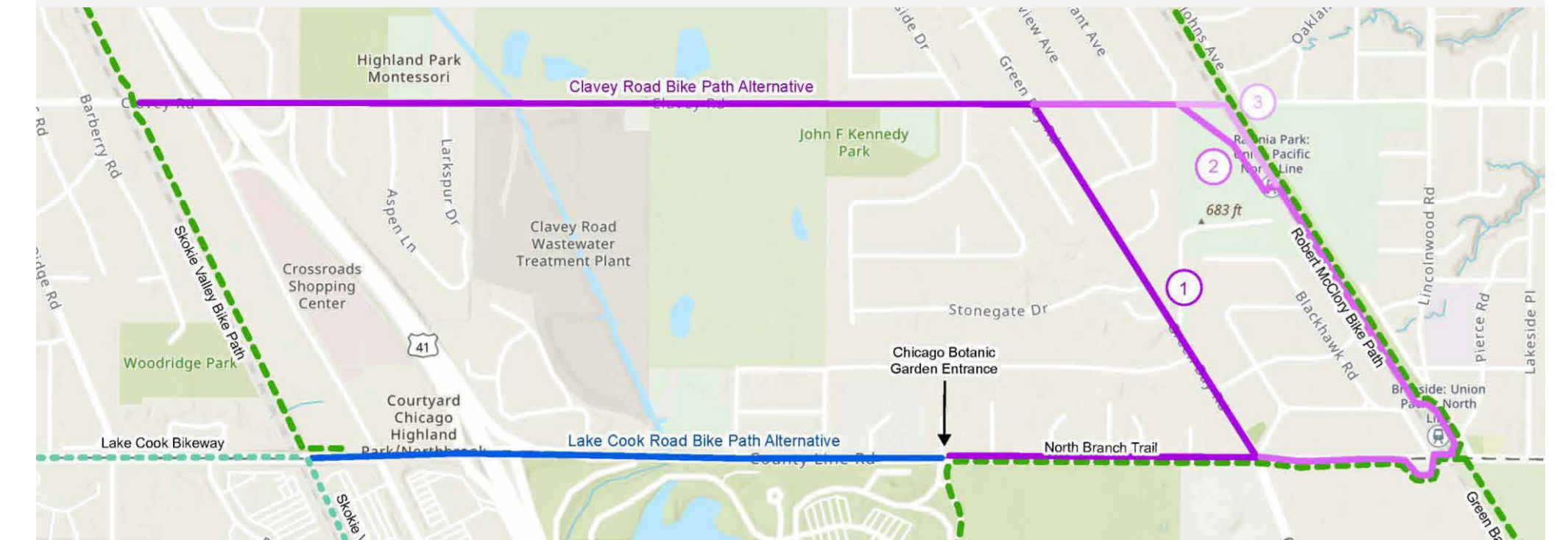
#### Concept Route South Swooping

Dismissed due to cost and long-term maintenance requirements

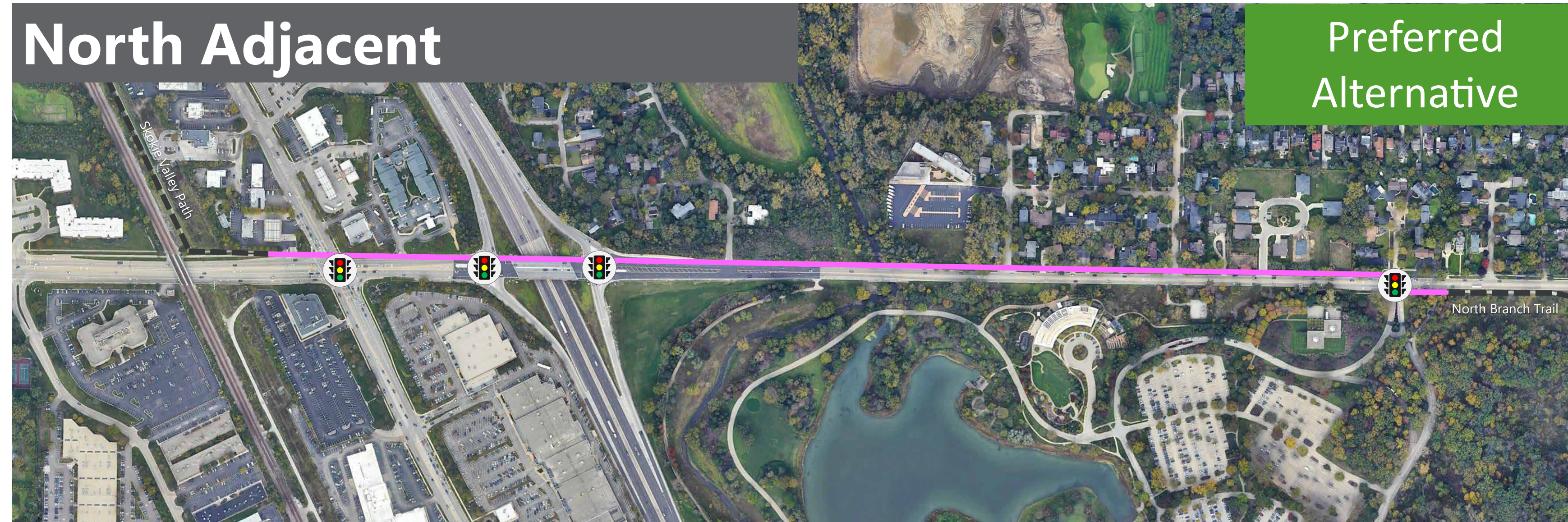


#### Concept Route Clavey Rd via Green Bay Rd

Dismissed due to indirect route and large number of driveway crossings



## North Adjacent



Preferred  
Alternative

- Exposes pedestrians and cyclists to the least number of vehicles and the slowest vehicle speeds
- Provides signal-protected pedestrian crossings at all major roadways
- Minor environmental impacts
- Accommodates existing multimodal usage east of Marquette Road
- Moderate cost
- Most comfortable for all ages and abilities

## North/South Crossing



Alternative has  
been eliminated

- Exposes pedestrians and cyclists to more vehicles and faster vehicle speeds
- Impacts sensitive environmental areas and Chicago Botanic Garden natural resources
- Less accessible and comfortable for existing multimodal demand east of Marquette Road
- Introduces a new disruption to current Lake Cook Road traffic flow
- Highest cost

## North Adjacent (On Street)

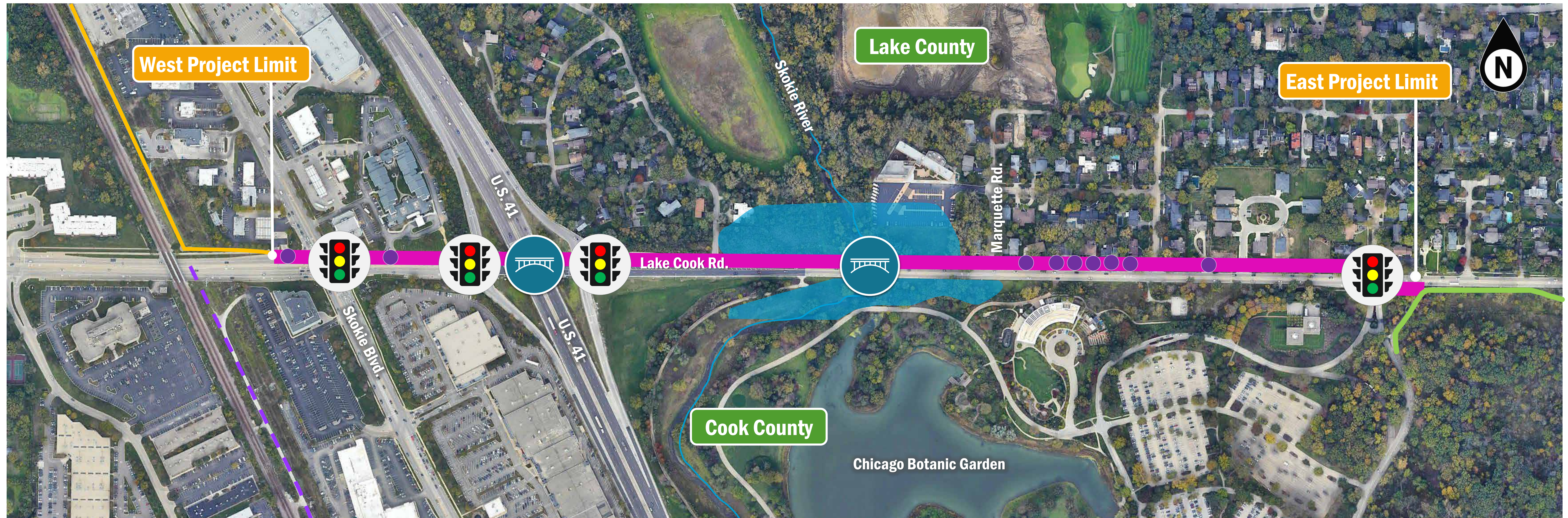


Alternative has  
been eliminated

- Exposes pedestrians and cyclists to more vehicles and faster vehicle speeds
- Minor environmental impacts
- Uncomfortable for younger and less confident users
- Less accessible and comfortable for existing multimodal demand east of Marquette Road
- Introduces a new disruption to current Lake Cook Road traffic flow
- Lowest cost

# Lake Cook Road Path Study

## North Adjacent Path



### Key Features

-  Proposed Path
-  Skokie Valley Path
-  Path Extension (by others)
-  North Branch Trail
-  Existing Driveways
-  Existing Traffic Signal
-  Existing Floodplain (no adverse impact)
-  Existing Bridge

### Advantages

- Exposes pedestrians and cyclists to the least number of vehicles and the slowest vehicle speeds
- Provides signal-protected pedestrian crossings at all major roadways
- Accommodates the existing multimodal use, including the high pedestrian/bicyclist volumes observed coming from Hastings Ave going to the east via Lake Cook Road
- Widens the existing sidewalk away from homes
- Shifts Lake Cook Road traffic to the south, away from residences, maintaining buffer and parkway character
- Least environmental impacts
- No permanent residential property acquisition required
- Lower cost and less impact to Lake Cook Road traffic flow
- Most comfortable for all ages and abilities

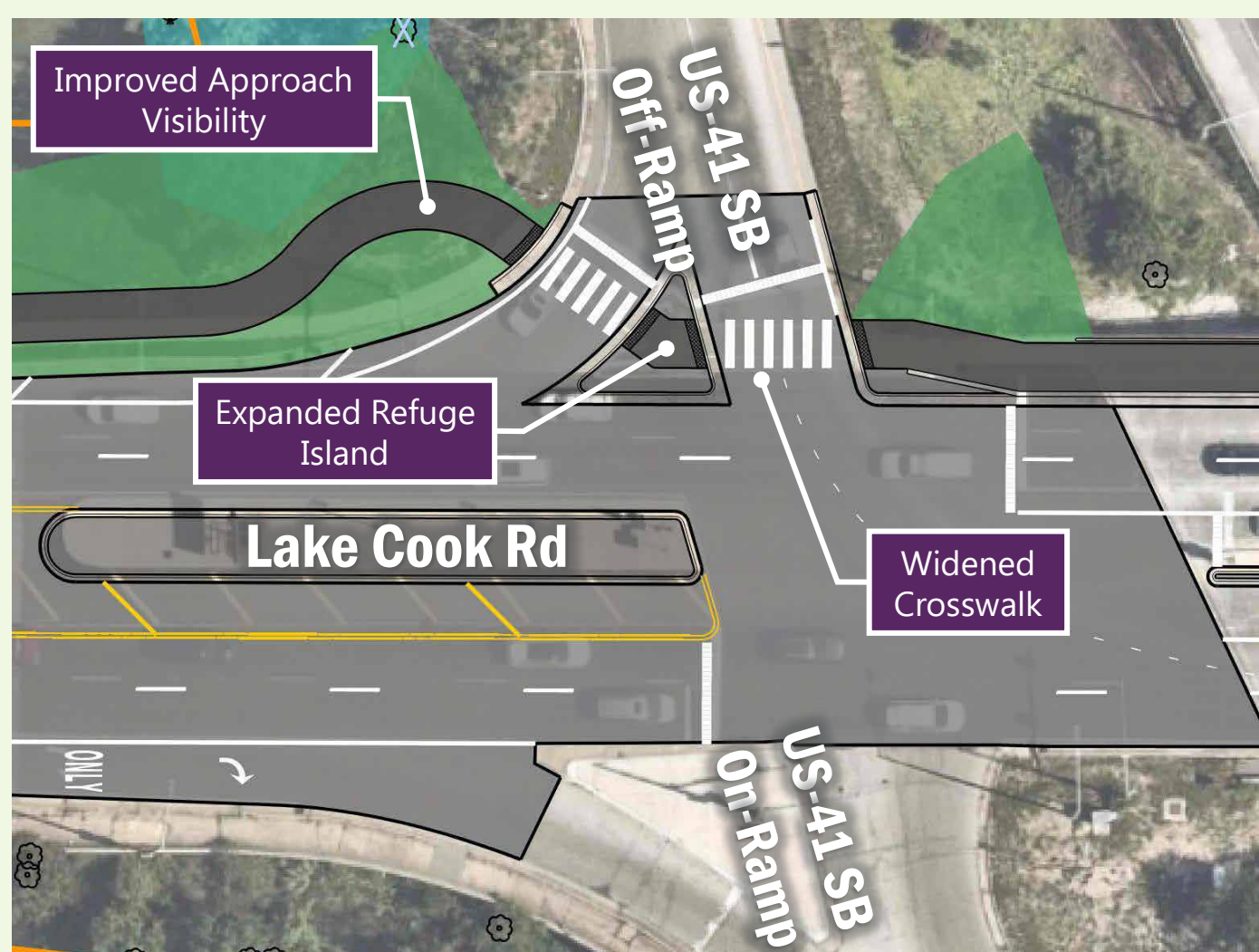
Proposed enhancements create a safer, more comfortable connection between the Skokie Valley Bike Path and the North Branch Trail for pedestrians and bicyclists.

## Path Safety Improvements

- 8'-10' wide path to provide space for people walking and riding bicycles to pass safely and comfortably
- Provides wider buffer areas between the path and the roadway

## Intersection Improvements

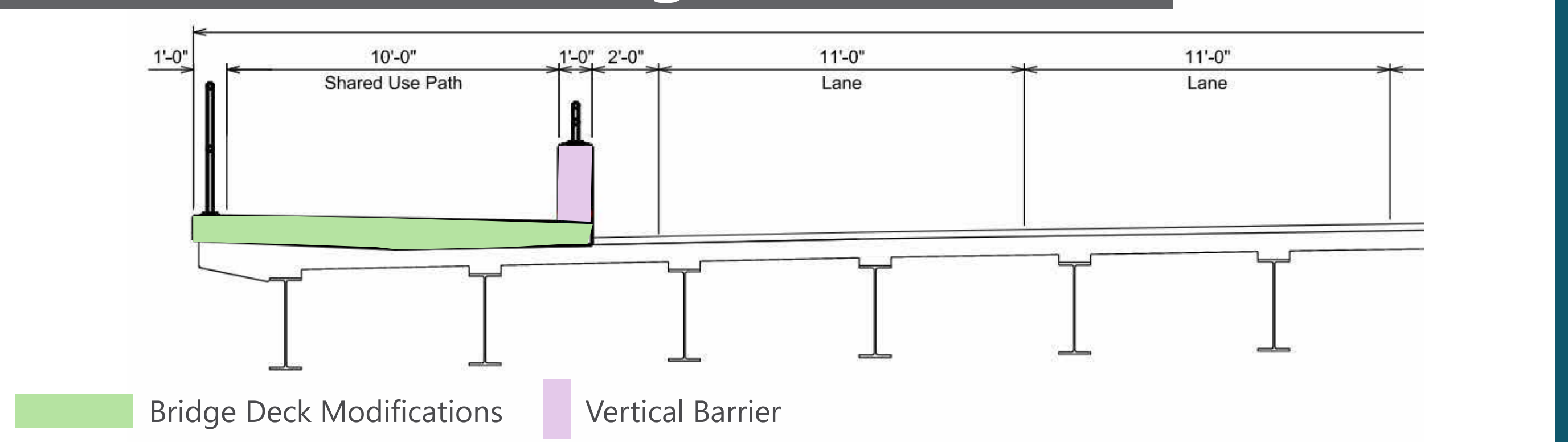
- Widened crosswalks and pedestrian refuge islands
- Geometric improvements for slower vehicle turns and high-visibility pedestrian/cyclist approaches
- Signal timing improvements to separate vehicle traffic from pedestrians/cyclists in the crosswalk
- Installation of fully accessible (audible) pedestrian traffic signals and push buttons



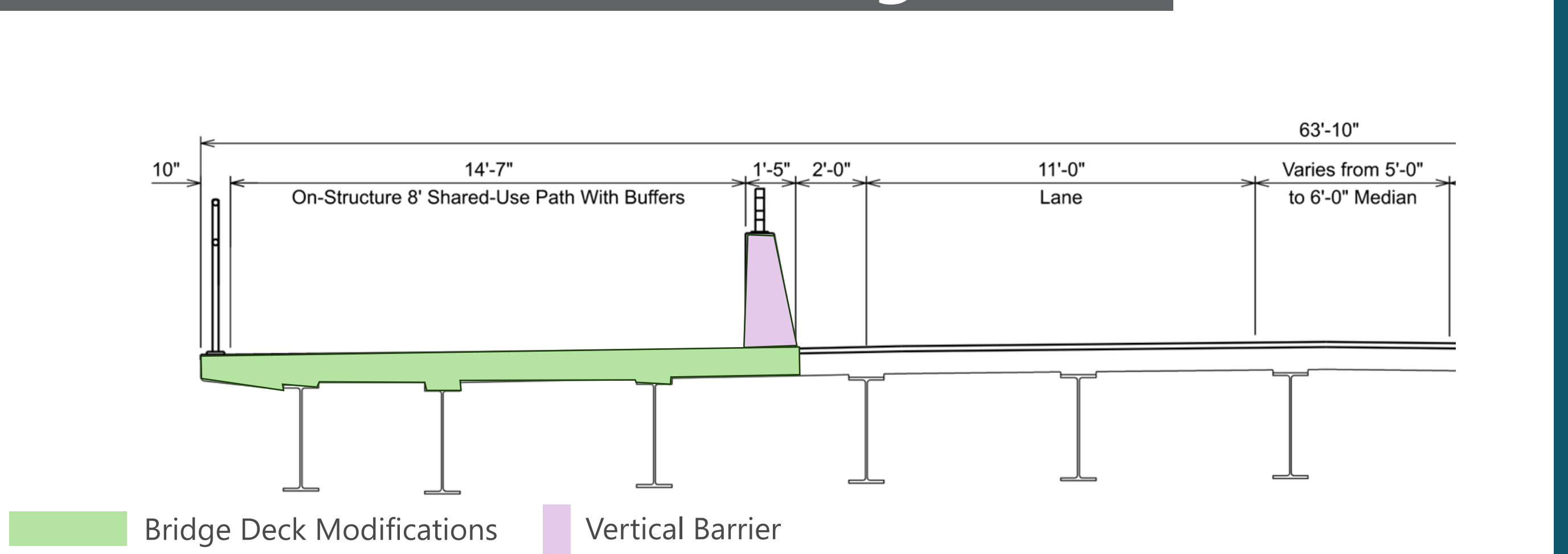
## Structure Safety Improvements

- Reallocated bridge layout to widen path without altering bridge footprint
- Consistent path width on and off-structure
- Vertical barriers and buffers to separate path users from vehicles
- Improved path drainage for safe usage in all weather

### Over US 41 looking East

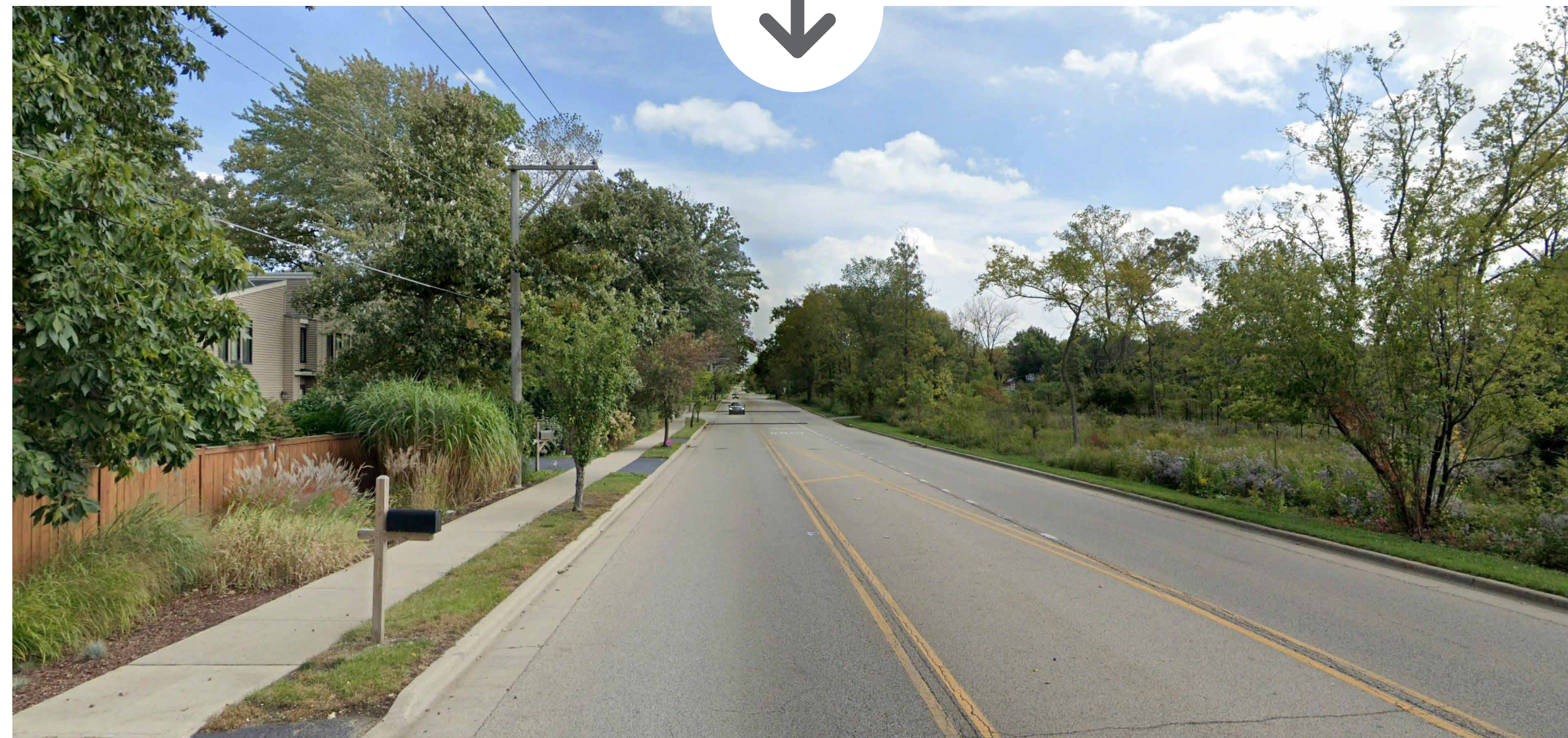
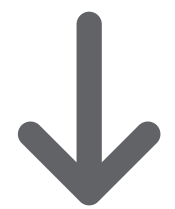
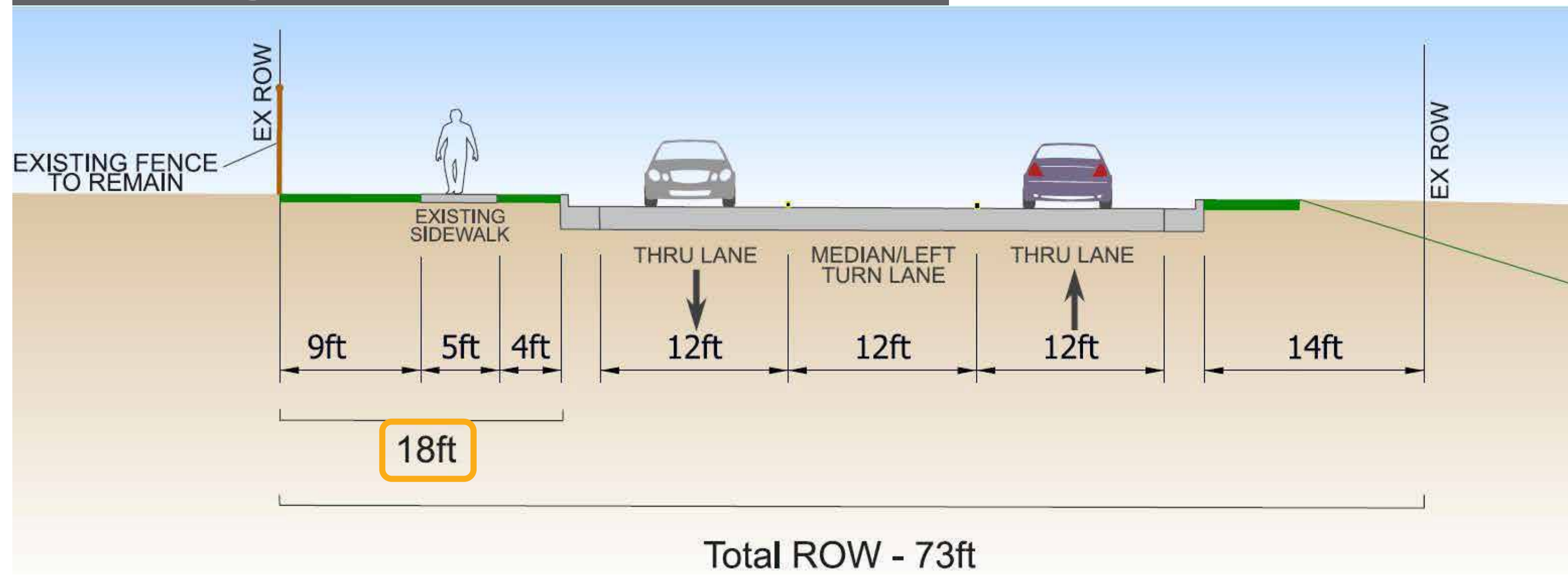


### Over Skokie River looking East

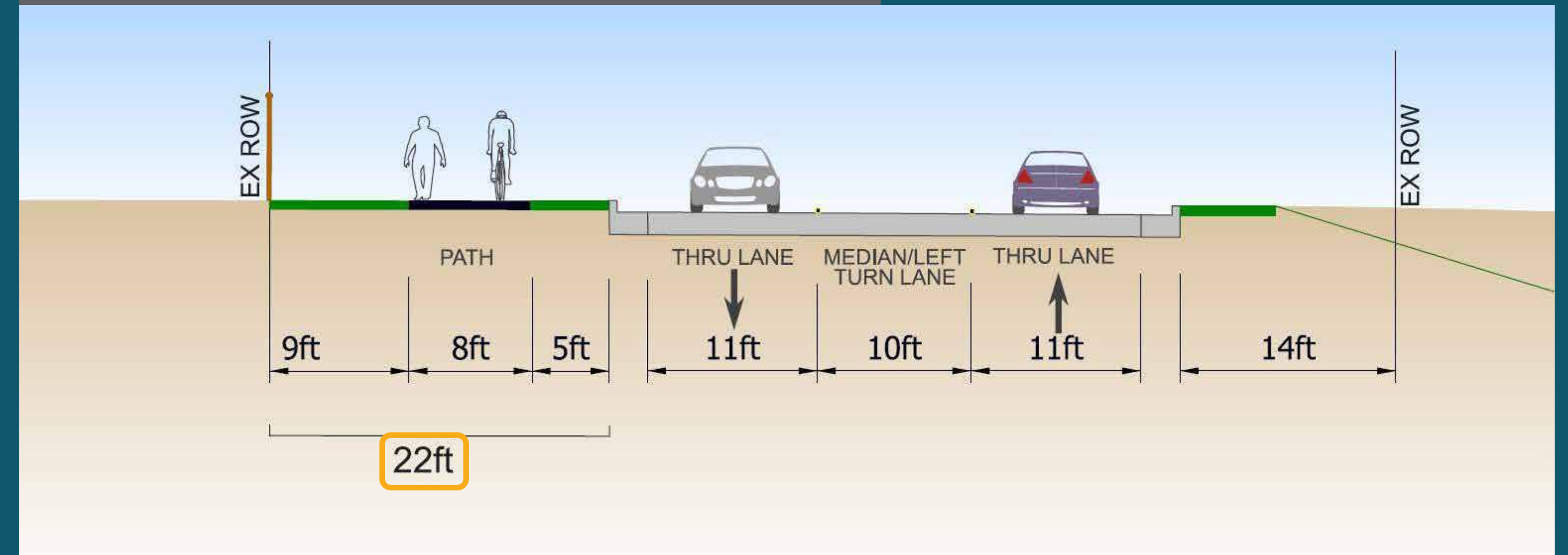


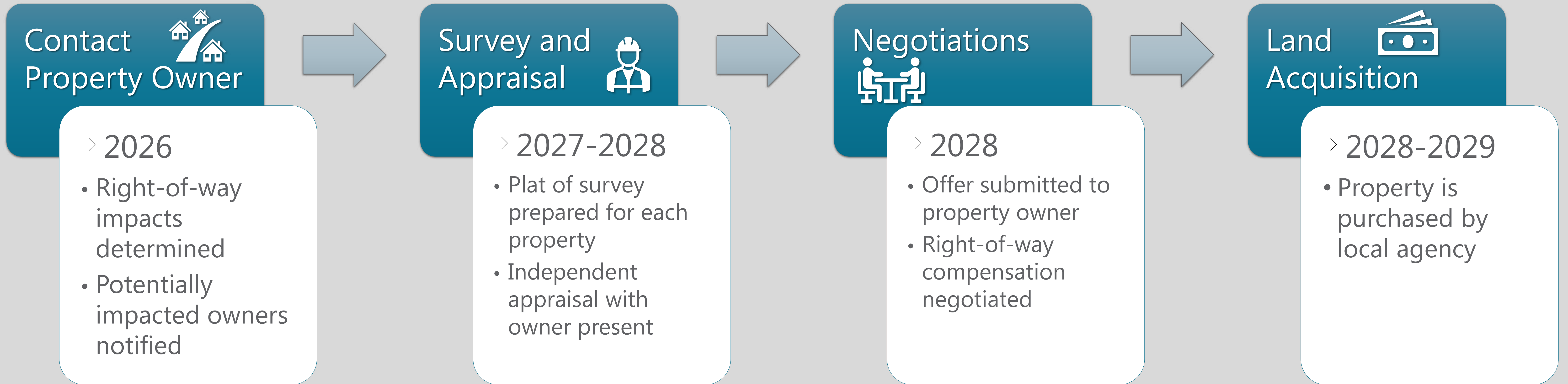
# Proposed Path East of Marquette Road

## Existing Conditions



## Proposed Conditions (Shift North Curb 4' South)





## Definitions

- **Right-of-Way (Fee Simple)**

Fee simple is acquisition of property where ownership, including all rights and interest, will be purchased by Lake County, IL and transferred to Cook County, IL, the entity with jurisdiction over Lake Cook Road in the vicinity of your property.

- **Permanent Easement**

This is an acquisition where property ownership is retained by the current property owner, but Cook County is allowed use of the property within the permanent easement in perpetuity.

- **Temporary Easement**

This is an acquisition where property ownership is retained by the current property owner, but Lake County is allowed to use the property during the construction process.

## Preliminary Land Acquisition Summary

**Permanent Acquisition\***

0.3 Acres  
5 Commercial Parcels

**Temporary Acquisition\***

0.1 Acres  
5 Commercial Parcels

\*Land acquisition needs will be refined as detailed design progresses

# How to Provide Feedback

## Comments

We encourage public comment and feedback! Please either submit a written comment into the comment box today or use the methods listed below.

Comments may be submitted for inclusion in the project record through **March 5th, 2026.**

To stay informed regarding the project, please visit the project webpage on the Lake County website at: **[www.lakecountyil.gov/4635/Lake-Cook-Path](http://www.lakecountyil.gov/4635/Lake-Cook-Path)**

## Contact Mr. Michael Burke Project Manager

Lake County Division of Transportation  
600 W. Winchester Road  
Libertyville, IL 60048

Phone: (847) 377-7462  
Email: [MJBurke@lakecountyil.gov](mailto:MJBurke@lakecountyil.gov)

Comment on the  
Website

Leave a comment  
in the box today



# Lake Cook Road Path Study

Between the Skokie Valley Path at Lake Cook Road and the North Branch Trail at Turnbull Woods Court (Chicago Botanic Garden)



## Public Information Meeting

West Ridge Center - February 5, 2026 – 5 PM to 7 PM

### Study Overview

This study evaluated opportunities for a path connection and multimodal improvements along Lake Cook Road between the Skokie Valley Bike Path and the North Branch Trail.

### Meeting Purpose

Share study results and the preferred alternative with the public and gather public input.

### What Is the Goal?

The goal of the study is to provide a safe and comfortable facility for bicyclists and pedestrians to travel between the Skokie Valley Path and North Branch Trail.

### Preferred Alternative: North Path



### Safety Enhancements

- 8'-10' wide path
- Larger buffer from traffic
- Intersection improvements
  - Widened crosswalks and pedestrian islands
  - Geometry changes for slower vehicle turns
  - High-visibility pedestrian/cyclist approaches
  - Pedestrian focused signal timing

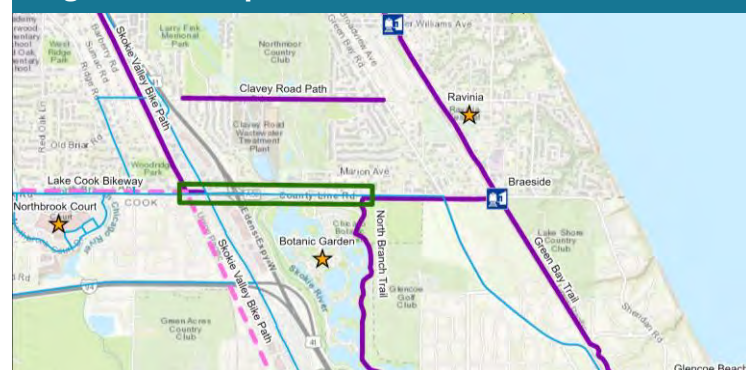
### Benefits of North Path Improvements

- Signal protected crossings at all major roadways
- Crosses US-41 ramps with less traffic
- Minimizes environmental impacts
- Widens the existing sidewalk away from homes
- Shifts Lake Cook Road traffic away from homes
- No permanent residential property acquisition required

### Public Involvement Overview

- August 2022 Virtual Public Forum
- May 2024 Public Information Meeting #1
- March 2025 Highland Park Transportation Advisory Group
- October 2025 Highland Park City Council Meeting
- Today Public Information Meeting #2

### Regional Bike Map



# Lake Cook Road Path Study

Between the Skokie Valley Path at Lake Cook Road and the North Branch Trail at Turnbull Woods Court (Chicago Botanic Garden)

## Preferred Alternative

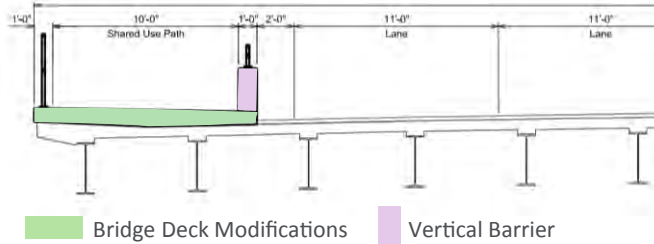
### Existing Conditions

Incomplete, missing, or uncomfortable existing pedestrian facilities.

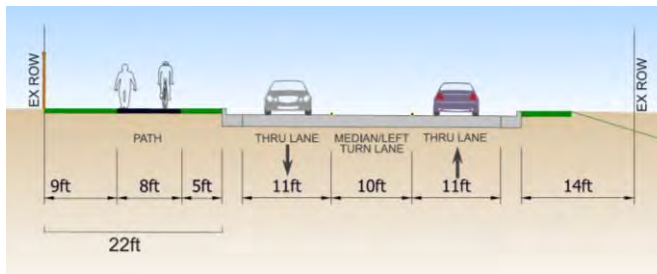


### Proposed Typical Sections

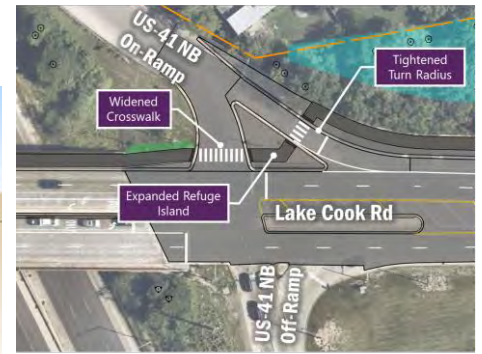
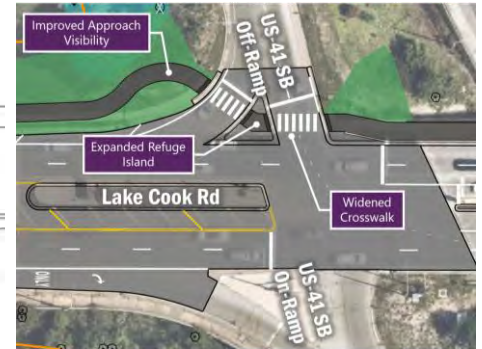
#### Over US-41 looking East



#### East of Marquette Rd looking East



### Proposed Intersection



## Project Timeline

## Comments

- 2022-2023 Evaluate Potential Path Routes
- 2024 Present Final Alternatives to the Public
- 2025 Select Preferred Alternative
- Today Present Preferred Alternative to Public**
- 2027-2028 Detailed Engineering, Utility Coordination, Permitting
- 2029\* Construction (\*projected construction dates are dependent on funding availability, project readiness, and land acquisition)

We encourage public comment and feedback! Please either submit a written comment to the comment box today or use the methods listed below.

Comments may be submitted for inclusion in the project record through **March 5<sup>th</sup>, 2026**

To stay informed regarding the project, please visit the project webpage on the Lake County website at:  
[www.lakecountyil.gov/4635/Lake-Cook-Path](http://www.lakecountyil.gov/4635/Lake-Cook-Path)

Leave a comment in the box today



Comment on the Website



Contact

**Michael Burke, Project Manager**  
Lake County Division of Transportation  
600 W. Winchester Road  
Libertyville, IL 60048  
Phone: (847) 377-7462  
Email: [mjburke@lakecountyil.gov](mailto:mjburke@lakecountyil.gov)



# City of Highland Park

1707 St. Johns Ave.  
Highland Park, Illinois 60035  
847.926.1000  
cityhpil.com

October 9, 2025

Lake County Division of Transportation  
Brian Frank, Chief Engineer  
600 West Winchester Road  
Libertyville, IL 60048

Subject: Support of the Lake Cook Road Path

Dear Chief Engineer Frank,

On October 6, 2025, the Highland Park City Council reviewed the Lake County Division of Transportation's (LCDOT) proposed multi-use path along Lake Cook Road, extending from approximately Turnbull Woods Court on the east to Skokie Boulevard on the west. The Council appreciates LCDOT's thorough research and planning efforts, which aim to enhance safety, connectivity, and accessibility for both cyclists and pedestrians.

Following a comprehensive discussion, the Council expressed interest in revisiting the possibility of locating the path on the south side of Lake Cook Road. This consideration stems from the presence of an existing path near the Chicago Botanic Garden and the potential for reduced impact on adjacent residential properties. If there's an interest to entertain revisiting the path location, please let us know.

We shared at the public meeting that LCDOT has conducted an extensive evaluation of various alternatives, including a south side alignment, and has ultimately recommended proceeding with construction on the north side of Lake Cook Road. The City supports this recommendation and looks forward to the successful completion of the project, which will significantly improve mobility and access for residents and visitors alike. We kindly request that you keep us informed of project milestones and progress updates, which we are pleased to help communicate to the broader community.

Additionally, we acknowledge that an intergovernmental agreement will be forthcoming for the City to assume responsibility for path maintenance following construction.

We commend LCDOT for its exemplary work and look forward to further collaboration as the project advances. For additional information or to discuss next steps, please contact Public Works Director Ron Bannon at [rbannon@cityhpil.com](mailto:rbannon@cityhpil.com) or contact me at [gneukirch@cityhpil.com](mailto:gneukirch@cityhpil.com).



Sincerely,

A handwritten signature in black ink, reading "Ghida S. Neukirch". The signature is written in a cursive, flowing style.

Ghida S. Neukirch  
City Manager

cc: Mayor Rotering & City Council  
Ron Bannon, Director of Public Works  
Patrice Sutton, Lake County Administrator

BIKELEAGUE.ORG/BIKEMONTH



NATIONAL  
**BIKE  
MONTH**

IDEAS, STRATEGIES, AND RESOURCES  
TO ORGANIZE IN YOUR COMMUNITY

# National Bike Month Guide

May is National Bike Month, sponsored by the League of American Bicyclists, and celebrated in communities from coast to coast. This step-by-step guide will help you in creating a successful Bike Month event in your community, workplace, city or state.

Once you plan your event, share your success with fellow League members by posting pictures and stories and tagging us:

Facebook: [/leagueamericanbicyclists](#)

X: [@BikeLeague](#)

Bluesky: [@bikeleague.bsky.social](#)

Instagram: [@BikeLeague](#)

LinkedIn: [/league-of-american-bicyclists](#)

Strava: [League of American Bicyclists](#)

Thank you for supporting and promoting bicycling!

## Contents

<b>Why Celebrate Bike Month?</b>	<b>2</b>
<b>31 Ideas for Bike Month</b>	<b>3</b>
<b>Resources to print, download, and distribute</b>	
Sample Press Release	7
Sample Bike Month Proclamation	8
Overcoming Bike Commuting Concerns	9
Job Health and Happiness	10
Bike Month Bingo	11
<b>About The League</b>	<b>13</b>

## Why Celebrate Bike Month?

**National Bike Month** is so much more than 31 days in May. It's a celebration of bikes, an impetus to get rolling again, a gateway to riding more often, a time to relish the beauty of bikes, and much, much more.

Since 1956, May has been recognized as National Bike Month, and the League has promoted this celebration of being on a bike for decades, as a means to advance the movement to build a Bicycle Friendly America for everyone.

**National Bike to Work Week** and **Bike to Work Day** are often cited as the month's flagship events, occurring the third week and third Fridays of May, respectively. While Bike to Work Day has traditionally fallen on a Friday, we encourage advocates and communities to choose a day of the week during Bike to Work Week that works best for their bike commuters, be that a Wednesday or a Saturday.

### WHY MAY?

Because we want to celebrate at the same time with as many people across the country as possible and May weather typically provides the best biking opportunities for the most people. But, we're also big believers that every

month can and should be a "bike month" and we love that some states, like Arizona, Florida, and Alaska, celebrate Bike Month and all of its events during months that make sense for their temperatures. So we highly encourage places to celebrate Bike Month or Bike to Work Day when everyone can participate.

Everyone can take a leading role in organizing events for Bike Month, whether you're part of a city government, advocacy group, local business, bike shop, school or any other group interested in making your community better.

Thousands of organizations and many of the more than 500 League-designated Bicycle Friendly Communities organize, plan and host events throughout the month of May, introducing bicycling to new riders and cultivating local bike culture and momentum among the already converted.

The momentum is building: With growing cultural awareness around health and wellness, sustainability and economic savings, bicycling is being seen by new and broader audiences as a simple solution to many complex problems, from reducing obesity rates to increasing mobility options.

---

## Why Bikes?



### BIKING IS FUN

Biking brings people together, encourages discovery, and fosters community engagement.



### BIKING IS HEALTHY

Bicycling can integrate physical activity into our daily routines.



### BIKING IS GREEN

Biking curbs your carbon footprint and reduces air pollution and reliance on fossil fuels.



### BIKING SAVES MONEY

Biking cuts parking, gas, and other driving costs while reducing traffic congestion.

# 31 Ideas for Bike Month

Ready to get things rolling in your community? In this section, we lay out 31 big ideas for the 31 days of National Bike Month for you to use, share, and expand!

## 1. PROCLAIM MAY AS NATIONAL BIKE MONTH

Ask your Mayor, City Council or government to officially proclaim May as National Bike Month. See page 8 for a sample proclamation.

## 2. BICYCLE TUNE-UPS

At the beginning of May, host a tune-up event for those who haven't pulled their bikes out of the garage in a while. Solicit help from local bike mechanics and enthusiasts, find a space (indoor or out) and spread the word! Nobody likes squeaky brakes during Bike Month...



## 3. LOCAL INDEPENDENT BIKE SHOP(S) DAY

Designate a day to call attention to the local independent bike shops in your community. Local bike shops are a major pillar in the mission to create a more Bicycle Friendly America, providing the resources, advice and support. Find a retailer in your community through the National Bicycle Dealers Association tool at [nbda.com/dealer-finder-member-directory](http://nbda.com/dealer-finder-member-directory).

## 4. COMMUNITY BIKE SALE/SWAP

Designate a location and time and encourage community members to bring their no-longer-needed bike-related items, including bicycles, parts, and accessories! For those curious about riding but unsure or unable to fork over hundreds to get a bike of their own, a pop-up shop with used bicycles is just the solution. Consider working with a local bike co-op to run the swap.

## 5. SMART CYCLING CLASSES

League Cycling Instructors offer a wide variety of classes for any audience, including commuters, group riders, and more. Recreational clubs can sponsor group-riding clinics and advocacy organizations can sponsor classes. Find an LCI near you by searching the Local Resources map at [bikeleague.org/map](http://bikeleague.org/map).

## 6. BIKE RODEOS

Both entertaining and educational, bike rodeos teach kids bicycle handling and safety skills, while also sharing the rules of the road in a safe environment. This is a great opportunity to bring in a League Cycling Instructor to lead the rodeo!



## 7. KNOW YOUR RIGHTS

Host a workshop on your legal rights on the road and consider inviting a local lawyer or law enforcement official to field questions and provide real-life examples. Tap the League's resources at [bikeleague.org/bikelaws](http://bikeleague.org/bikelaws).

## 8. BIKE MENTORS

Create a ride-matching service that provides connections between novice riders and more experienced ones in their community or workplace who can help them plan routes and accompany them on their ride.

### 9. THE ABCs OF FAMILY BIKING

Work with your local Kidical Mass group, bike shop, or advocacy organization to host a hands-on event that gives families the chance to learn about and test equipment and bikes that make riding with kids fun and feasible.

### 10. BUS ON BIKE DEMONSTRATION

Many communities have buses outfitted with front bike racks to create a more connected network of transportation options. Work with your transit system to host a training on how to put your bike on the bus with ease.



### 11. BIKE COMMUTER INCENTIVES

Work with local vendors to provide prizes for Bike Month events or Bike to Work Day participants, like bikes, accessories, lights, racks, bags, and gift certificates to various local businesses. If sponsorship permits, produce T-shirts or other swag.

### 12. BIKE VALET PARKING

Partner with popular local venues and make biking the easiest and most efficient way to arrive by providing quick, convenient bike parking.



### 13. BIKE MONTH RIDE(S)

Bike to Work Day is certainly a highlight but it's just one day in the month of May. Keep the momentum going by hosting rides with different themes, destinations or target constituencies. The options are endless!

### 14. OPEN STREETS EVENTS

Open Streets events create a community celebration around healthy mobility options by temporarily closing the street to cars and opening it to people. Learn more and find examples at [openstreetsproject.org](http://openstreetsproject.org).



### 15. RIDE WITH MOM

Celebrate another May event – Mother's Day – by going on a family bike ride, whether it's a casual cruise around the neighborhood or a scenic ride to Mom's favorite spot. Biking together is a fun way to make memories and enjoy the fresh air!

### 16. RIDE WITH THE MAYOR

Getting local officials to bike helps them experience how important support for bicycling is. Use this opportunity to highlight good bike facilities, tour the local trail system, and show the elected official how important it is to maintain them!



### 17. BIKE TO THE MOVIES

Team up with your local theater or community organization to set up a bike-themed movie event, inside or out. Work with your local bike advocacy organization or bike club to determine a short route to the theater and invite the community on the group ride.

### 18. COMMUNITY BIKESHARE RIDE

If your community has a bike share system, work with the company or agency and your local bike advocacy organization or club to set up a ride using only bikeshare bikes! For those interested in the system but unsure how it works, this is a great primer on the rules, the pricing and what it feels like to hop on a bikeshare bike.



### 19. NATIONAL BIKE TO SCHOOL DAY

In partnership with the League, the National Center for Safe Routes to School now organizes an annual Bike to School Day during the first week of Bike Month. Organize a bike-pool or bike bus for parents at your school and engage the next generation of bicyclists. Learn more and get tips at [walkbiketoschool.org](http://walkbiketoschool.org).

### 20. GRADUATION PARADE

Many colleges and universities host graduation in the month of May. Consider working with the local Bicycle Friendly Universities on organizing a graduation bike parade.

### 21. RESTAURANT WEEK

Work with local restaurants to set up a Bike Month Restaurant Week. Those who can show they rode their bike to get a bite to eat receive a discount from participating restaurants.

### 22. BICYCLE-THEMED PARTY

Whether it's a fashion show, a happy hour, or a festival, there are so many ways to share the joy, diversity and camaraderie of cycling. What's unique about bike culture in your community? Put it on display!



### 23. BICYCLING TOWN HALL

Working with your local advocacy organization, host a town hall to hear from community members on what would encourage them to ride more. Find out the barriers for bicycling – and get the conversation rolling on possible solutions.

### 24. EXPLORE THE HISTORY OF BIKES & STREETS

Host a presentation or interactive discussion on the bike movement, the politics of our streets and more. Use the League's 2014 report "Together in America's Streets" as a guide or conversation starter ([bikeleague.org/together-in-american-streets-report](http://bikeleague.org/together-in-american-streets-report)).

### 25. PARTICIPATE IN RIDE OF SILENCE

Honor those who have been injured or killed while cycling on public roadways in your community by hosting a Ride of Silence ([rideofsilence.org](http://rideofsilence.org)).



## 26. COMMUTER CONVOYS

On Bike to Work Day or during Bike to Work Week, identify meeting locations for suburban commuters to gather and ride to key business districts together. Make arrangements for an experienced bike commuter to lead from each location and ride to the Breakfast Rally celebrating their successful trip.

## 27. BREAKFAST RALLY

Work with local restaurants and grocery stores for sponsorship or donation of various breakfast items. Be considerate of the time requirements of community employers when selecting the time for your meal. Remember to consider bicycle parking and restroom facilities and trash collection.



## 28. WRITE A LETTER TO THE EDITOR

Let everyone in your community know it's National Bike Month by writing a letter to the editor of your local newspaper about the importance of making it easier and safer for everyone to bike. Your local paper's website should have instructions on length and how to submit.

## 29. HOST A SCAVENGER HUNT

Create a list of landmarks or tasks, like "find a red mailbox" or "pose with a statue." Participants can bike, solve clues, and snap photos as proof. It's a fun way to explore neighborhoods and introduce people to new sights in their community.

## 30. CONDUCT A BIKE AUDIT

The League and AARP partnered to create a Bike Audit toolkit to help you assess cycling conditions. Ride designated routes, noting infrastructure like bike lanes, signage, and obstacles. Record observations on safety, accessibility, and maintenance. This data helps identify areas for improvement, advocating for better cycling infrastructure and promoting safer, more convenient biking. [bikeleague.org/aarp-bike-audit-tool-kit](https://bikeleague.org/aarp-bike-audit-tool-kit)



## 31. CAR VS. BUS VS. BIKE COMMUTER RACE

Follow the lead of Dallas, Texas, and host a race where a motorist, bus driver and cyclist all start and end the morning rush hour at the same spots, but may take distinctly different routes. The bicyclist typically wins – and it's a great hook for the media.

# Sample Press Release

FOR IMMEDIATE RELEASE

DATE

Contact: [Name and organization]

Phone: [contact phone number]

Email: [contact email]

[Date] is Bike to Work Day in [City, State]  
Join Our National Bike Month Celebration

[City, State]—Every year, the League of American Bicyclists, the national organization advocating for a more Bicycle Friendly America for everyone, declares May as National Bike Month. During this celebration of bikes and the people who ride them, [City] and cities across the nation are called upon to get as many people riding as possible. This year's Bike to Work Week is May [date range] and Friday, May [date] is Bike to Work Day. Mayor [Name] urges everyone this Bike Month to try biking to work or going anywhere by bike. [List incentives like free breakfast] will be provided to all participants at [location and time]. Those interested in participating should register at [website].

Encouraging more people to go places by bike is beneficial to [City]'s social, economic and environmental growth. According to Bill Nesper, executive director of the League of American Bicyclists, "When local communities invest in making bicycling safer and a real transportation option for more people, the return on investment is clear for individuals and society at large from cost-savings on public health to small businesses' growth and more."

Local sponsors of Bike to Work Day include:  
[list sponsors]

Visit the League of American Bicyclists' website to watch bicycling education videos with some tips that will help make your next bike commute safe and feasible: [bikeleague.org/ridesmartvideos](http://bikeleague.org/ridesmartvideos)

About Your Organization

[Include background info on your organization here and/or followed by information about the League]

About the League of American Bicyclists

The League of American Bicyclists leads the national movement to create a Bicycle Friendly America for everyone. With a history dating to 1880, the League is committed to building a powerful, unified voice for change around protecting and promoting bicyclists' rights. Learn more at [bikeleague.org](http://bikeleague.org).



# Sample Bike Month Proclamation

The City/County of \_\_\_\_\_

## Proclamation

Whereas, throughout the month of May, [insert city/county] will celebrate biking and the freedom, the joy, and the well-being it imbues within us, as well as the power that more people riding bikes has in making life better for everyone; and

Whereas, May 12-18, 2025 is "Bike to Work Week" and May 16, 2025 is "Bike to Work Day"; and

Whereas, throughout the month of May, the residents of [insert city/county] and its visitors will experience the joys of bicycling through group rides, races, commuting events, educational programs, charity events, and/or by simply getting out and going somewhere by bike; and

Whereas, bicycling has been shown to improve people's health, well-being, and quality of life, growing the economy of [insert city/county], attracting tourism dollars and local business spending and reducing congestion and parking costs on our streets and roads; and

Whereas, bicycling access and safety are core components of our local transportation system and [insert city/country] affirms our decision making to plan for and implement local transportation priorities.

Whereas, [insert local bicycle club/ organization/chamber/tourism bureau/regional planning organization], schools, parks and recreation departments, police departments, public health districts, hospitals, businesses and civic groups will be joining the League of American Bicyclists in promoting bicycling during the month of May 2025; and

Whereas, these groups are also promoting the use of the bicycle as both a means of transportation and recreation year-round to attract more visitors to enjoy our local parks and trail systems, as well as restaurants, hotels, retail establishments, and cultural and scenic attractions; and

Whereas, these groups are also promoting greater public awareness of bicycle operation and safety education during Bike Month and year-round in an effort to reduce collisions, injuries and fatalities and improve health and safety for everyone on the road; and

Now therefore, I, \_\_\_\_\_, Mayor/Executive of [insert city/county], do hereby proclaim May 2025 as Bike Month in [insert city/county], and I urge all residents to join me in this special observance.

Signed this \_\_\_\_ day of May, 2025

Mayor/Executive \_\_\_\_\_

Submit your official proclamations to the League to be highlighted on our map! Email your proclamation to [bfa@bikeleague.org](mailto:bfa@bikeleague.org).



# Overcoming Bike Commuting Concerns

<h2>I'M OUT OF SHAPE</h2>	<ul style="list-style-type: none"> <li>• Start at an easy, comfortable pace and take as many breaks as you need. Keep riding, and over time, you'll build confidence and endurance!</li> <li>• Ride your route on a weekend to find the easiest way to work.</li> <li>• Consider an e-bike (lots of bikeshare services have them now!) or bike part of the way and take transit for the rest.</li> </ul>
<h2>IT TAKES TOO LONG</h2>	<ul style="list-style-type: none"> <li>• The average commuter travels at 10 MPH (and faster by e-bike) – the more you ride, the faster you will get.</li> <li>• Trips of less than three miles will be quicker by bike than by car.</li> <li>• Trips of five to seven miles in urban areas may take the same time or less as by car.</li> </ul>
<h2>IT'S TOO FAR</h2>	<ul style="list-style-type: none"> <li>• Try riding to work and taking mass transit home, then alternating the next day.</li> <li>• Combine riding and mass transit to shorten your commute.</li> <li>• Ride to a coworker's house and carpool to work.</li> </ul>
<h2>NO BIKE PARKING</h2>	<ul style="list-style-type: none"> <li>• Look around for a storage area in your building or office.</li> <li>• Stash your bike in a covered, secure place such as a closet or even your office.</li> <li>• Formally request that your employer provide bike parking or lock it up outside.</li> </ul>
<h2>MY BIKE IS BEAT UP</h2>	<ul style="list-style-type: none"> <li>• Tell a reputable bike shop that you are commuting and have them tune up your bike.</li> <li>• If you can't maintain your bike yourself, identify bike shops near your route.</li> <li>• Make sure that your bike is reliable and in good working order before you start riding.</li> </ul>
<h2>NO SHOWERS</h2>	<ul style="list-style-type: none"> <li>• Most commuters don't shower at work; ride at an easy pace to stay cool and dry.</li> <li>• Ride home at a fast pace if you want a workout; shower when you get there.</li> <li>• Health clubs offer showers; get a discounted membership for showers only.</li> </ul>
<h2>I HAVE TO DRESS UP</h2>	<ul style="list-style-type: none"> <li>• Keep multiple sets of clothing at work; rotate them on days you drive.</li> <li>• Have work clothes cleaned at nearby laundromats or dry cleaners.</li> <li>• Pack clothes with you and change at work; try rolling clothes instead of folding.</li> </ul>
<h2>IT'S RAINING</h2>	<ul style="list-style-type: none"> <li>• Fenders for your bike and rain gear for your body will keep you dry.</li> <li>• If you are at work, take transit or carpool to get home; ride home the next day.</li> <li>• Take transit or drive if you don't have the gear to ride comfortably in the rain.</li> </ul>
<h2>THE ROADS AREN'T SAFE</h2>	<ul style="list-style-type: none"> <li>• Join bike advocacy groups to join our work for safer streets.</li> <li>• Obey traffic signs, ride on the right, signal turns, and stop at lights.</li> <li>• Plan a route ahead of time to utilize low-stress bike networks and protected bike lanes.</li> <li>• Wear a helmet every time you ride.</li> </ul>
<h2>I HAVE TO RUN ERRANDS</h2>	<ul style="list-style-type: none"> <li>• Add accessories like a cargo rack, basket, or handlebar bag to add carrying capacity.</li> <li>• Make sure that you have a lock to secure your bike while you are in a building.</li> <li>• Allow extra time to get to scheduled appointments and find parking.</li> <li>• Encourage your employer to provide a bicycle fleet for office use.</li> </ul>

For more information on how to make your workplace better for bicyclists, visit [bikeleague.org/businesses](https://bikeleague.org/businesses).



# Job Health and Happiness

Employees and employers benefit when their place of work is a Bicycle Friendly Business. Equal opportunity for active commuting and healthy living will enhance your workplace conditions – and, upon review, could earn your company a designation from the League of American Bicyclists.

## Why become Bicycle Friendly?

- **SAVE ON HEALTHCARE COSTS**
- **DECREASE ABSENTEEISM AND TURNOVER**
- **INCREASE PRODUCTIVITY**
- **REDUCE PARKING COSTS**

## What you need to know about bicycling

**FOLLOW THE LAW:** You have the same rights and duties as drivers. Obey all traffic laws per your state. Find state-specific info at [bikeleague.org/state-bike-laws](http://bikeleague.org/state-bike-laws). Ride with traffic; use the rightmost lane headed in the direction you are going.

**BE PREDICTABLE:** Make your intentions clear to everyone on the road. Ride in a straight line and don't swerve between parked cars. Signal turns, and check behind you well before turning or changing lanes.

**BE CONSPICUOUS:** Ride where people can see you and wear bright clothing. Use a front white light, red rear light and reflectors. Make eye contact with others and don't ride on sidewalks.

**THINK AHEAD:** Anticipate what drivers, pedestrians, and other bicyclists will do next. Watch for turning vehicles and ride outside the door zone of parked cars. Watch for debris, potholes, and road hazards.

**RIDE READY:** Check that your tires have sufficient air, brakes are working, chain runs smoothly, and quick release levers are closed. Carry tools and supplies that are appropriate for your ride. Wear a helmet.

## Provision of amenities

Furnishing secure and convenient bike parking keeps commuters' bicycles safe from theft and free from weather hazards. Consult the APBP Bicycle Parking Guidelines to make sure your bike parking complies with best practices: [apbp.org/publications](http://apbp.org/publications)

All employees must wash their hands, but many bicyclists need to shower after their commute. Workplaces with 50-100 employees should provide one shower; 100-250 employees two showers; and 250+ employees at least four showers. Too small to provide a shower? At least provide a space where employees can store a change of clothes throughout the day.

Notify your employees and participate in National Bike Month. Host a Bike to Work Day event at your workplace, like a free breakfast for bicycle commuters or group ride from the office. Launch a company-wide Bike Month challenge and encourage your employees to participate in the National Bike Challenge. [nationalbikechallenge.org](http://nationalbikechallenge.org)

## Safety awareness training

Ensure your employees comply with the rules of the road and feel comfortable riding by offering bicycle education classes. Work with a local League Cycling Instructor or certify a staff member as an LCI to offer bicycle education classes for employees.

Issue bicycling education materials to employees on a regular basis. Offer bike maps, rules of the road, and bicycle safety tips in your workplace common area and new employee packets. Share the League's educational videos and other online resources with employees through email or on your company's intranet. [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart)

## Workplace standards

**DESIGNATE A BIKE COORDINATOR** – full-time, part-time or volunteer – to help promote bicycling. Identify an individual who is responsible for coordinating bike events, programs, and facilities to keep bicycles as a viable transportation option at your workplace.

**SET AND EVALUATE ANNUAL GOALS** to help increase ridership. Set an ambitious, attainable target to increase the percentage of trips made by bike in the workplace. Regular bike counts and staff surveys can help you determine the success of your efforts.

## Workplace recognition

### APPLY FOR BICYCLE FRIENDLY BUSINESS DESIGNATION

The League of American Bicyclists' Bicycle Friendly Business (BFB) program provides standards to guide your progress and recognize workplace achievement. Your BFB application is free, confidential, and entitles you to detailed feedback on how to improve.

[bikeleague.org/business](http://bikeleague.org/business)



**B**

**I**

**N**

**G**

**O**

Wash/tune up your bike

Ride to see live music

Say hello to another bicyclist

Ride to someplace new

Post to social media about Bike Month

Ride to ice cream

Encourage a friend to ride

Ride to school or work

Ride to the grocery store

Ride to a community meeting

Join a group ride, bike party, or meet-up

Participate in a special Bike Month event!



Ride someplace you usually drive to

Ride with a kid

Ride on a trail

Explore new bike infrastructure

Draw a bike from memory

Change a flat tire

Learn a new bike maintenance skill

Visit [bikeleague.org](http://bikeleague.org)

Ride to a friend's house

Ride an e-bike

Shop at a local bike shop

Ride to the farmers market



**B**

**I**

**N**

**G**

**O**

Wash/tune up your bike

Ride to see live music

Say hello to another bicyclist

Ride to someplace new

Post to social media about Bike Month

Ride to ice cream

Encourage a friend to ride

Ride to school or work

Ride to the grocery store

Ride to a community meeting

Join a group ride, bike party, or meet-up

Participate in a special Bike Month event!



Ride someplace you usually drive to

Ride with a kid

Ride on a trail

Explore new bike infrastructure

Draw a bike from memory

Change a flat tire

Learn a new bike maintenance skill

Visit [bikeleague.org](http://bikeleague.org)

Ride to a friend's house

Ride an e-bike

Shop at a local bike shop

Ride to the farmers market





## About The League

For generations past and to come, THE LEAGUE represents bicyclists in the movement to create safer roads, stronger communities, and a Bicycle Friendly America. Through education, advocacy and promotion, we work to celebrate and preserve the freedom cycling brings to our members everywhere.

### WE BELIEVE

- Bicycling brings people together.
- When more people ride bikes:
- Life is better for everyone;
- Communities are safer, stronger and better connected;
- Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

### OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

### OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

For more information on the benefits of bicycling, cycling tips, and more visit [bikeleague.org](https://bikeleague.org).

## HIGHLAND PARK TRANSPORTATION ADVISORY GROUP (TAG)

### CALENDAR OF BICYCLE EVENTS (LAST UPDATED DECEMBER 2025)

---

#### MARCH

- [National Bike Summit](#) (March 24-26, 2026) hosted by the League of American Bicyclists in Washington, D.C.

---

#### APRIL

- Earth Day events (April 22) such as those historically hosted by the City and the [Park District of Highland Park](#) (e.g. April 26, 2025)

---

#### MAY

- [National Bike Safety](#) month
- [Chicago Bike Month](#) with list of regional events compiled by Active Transportation Alliance
- [National Bike & Roll to School Day](#) hosted by the National Center for Safe Routes to School/Safe Routes Partnership (e.g. May 7, 2025)
- Bike to Work Week (e.g. May 12-18, 2025)

---

#### JUNE

- [World Bicycle Day](#) (June 3)
- [Illinois Bike & Walk Summit](#) (e.g. June 18, 2025)

---

#### JULY

- 4<sup>th</sup> of July Family Bicycle Events

---

#### AUGUST

- [Bike the Drive](#) hosted by Active Transportation Alliance (e.g. August 31, 2025)

---

#### OTHER PERIODIC OPPORTUNITIES AND EVENTS

- Self-guided [Family Friendly Bikeways](#) tour and/or organized rides
- Park District Events (e.g. [May the Fourth bike event on 5/4/2025](#))
- Highland Park Historic Preservation Commission Historic Bike Tours (e.g. May 25, May 31, 2025 mentioned on website [here](#).)
- Highland Park Police Department Events (e.g. Bike Rodeo on August 24, 2025)
- Highland Park High School Events (e.g. September safety event)

Copy of Email from Aram Beladi, Village of Northbrook Engineer to Elliot Rossen,  
Chair of the Highland Park Transportation Advisory Group



Beladi, Aram

Skok...xtension February 12, 2026 at 11:48 AM

RE: Online Form Submittal: Contact Us



To: Elliot Rossen, Cc: Michael Pfeifer

[Details](#)

Elliot,

I tried calling you but wasn't able to get through regarding this request. The Skokie Valley Trail project is being managed by Cook County and while I update our Pedestrian and Bicycle Commission (PBC) regularly about the project, I would be a better resource for an update than the PBC as I coordinate directly with the County. As you may know, the project has experienced significant delays in coordinating the proposed work with Union Pacific Railroad (UPRR) and ComEd as the property the path would go on is currently owned by those agencies. This week I'll be sending back a response to comments along with updated designs to address ComEd's most recent set of comments regarding the project. We are also in the midst of coordinating with Skokie and Northfield township to advance discussions with UPRR as a group.

Mike is cc'd on this e-mail so you have each other's info moving forward.

Feel free to give me a call if you'd like to further discuss the project.

Best regards,

**Aram Beladi, P.E.**

Village Engineer | [Village of Northbrook](#)

655 Huehl Rd. | Northbrook, IL 60062

d: 847-664-4133



# Staff Report



**Meeting Date:** February 9, 2026  
**Staff Contact:** Ron Bannon, Director of Public Works  
**Department:** Public Works Department

**Title:** Pedestrian Bridge Design & Reconstruction Options

**Recommendation:**

The Pedestrian Bridge over US Route 41, located south of Deerfield Road, was constructed in 1964 and does not meet current criteria, including ADA standards. The City initiated engineering to replace the bridge and was awarded a federal grant in the amount of \$2,000,000 through the Illinois Transportation Enhancement Program (ITEP). Though the grant is extremely helpful in providing additional funding for this project, the total project costs are estimated at \$10,000,000. The ITEP grant funding expires soon, as the City must have the project awarded to a contractor by November 2026 in order to utilize the funds. The bridge is inspected on a routine basis and is safe for public use.

City Staff and a representative from the design engineering firm will present an overview of the project, including an update on engineering design, new construction timelines, and what options are available for rehabilitation.

**Policy Consideration:**

Currently, the approved 2026 Capital Improvement Plan budget does not include sufficient funding for the construction of a new Pedestrian Bridge. Rehabilitation of the bridge may be an option, but it is ineligible for the awarded ITEP grant funding. Staff will present options for Council consideration and then policy feedback is requested.

**Core Priorities:**

Fiscal Stability - the award of grant funds would help with reconstruction of the bridge project.

Infrastructure Investment - the bridge reconstruction would be part of the City's priority of infrastructure investment.

Environmental Sustainability - the bridge offers a safe and convenient access across Rt 41 for cyclists and pedestrians.

Vibrancy - reconstruction would add to the City's overall vibrancy.

**Attachments:**

None

# Option #1

