

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, June 17, 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, June 17, 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 March 18, 2026 meeting of the Transportation Advisory Group.

IV. New Business

V. Business from the Public

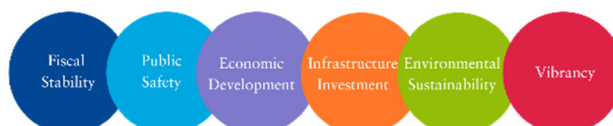
VI. Business from Transportation Advisors

- (a) Recap of May National Bike Month
- (b) Update on Bike Friendly Community “Silver” Project
- (c) Illinois Legislative Updates
 - i SB 3484 – Micromobility Safety
 - ii HB 5081 – State Speed Limit Reform
 - iii HB 4948 – Stop Super Speeders
 - iv HB 2335 – Fine Tuning the Northern Illinois Transit Authority (NITA) Act
- (d) IDOT Active Transportation Plan

VII. Business from City Staff

- (a) Lake Cook Path - Skokie Valley Path to Chicago Botanic Garden Update
- (b) US-41 Pedestrian Bridge Project Next Steps
- (c) North Highlands Sidewalk Connection Update (Krenn/Hyacinth/Western)
- (d) Potential location of a bicycle repair station within the McClory Bike Path

VIII. Adjournment



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

MEETING DATE: March 18, 2026

MEETING LOCATION: Council Chambers – Highland Park City Hall
1707 St. Johns Avenue, Highland Park, Illinois

CALL TO ORDER/ROLL CALL

At 6:02 PM, Chair Rossen called the Transportation Advisory Group (“TAG”) regular meeting to order and Management Analyst Cherry called the roll.

Advisors Present: Chair Rossen, Advisors Arbit, Floss, Johnson, Sereda

Advisors Absent: Advisor Stone Wodis

Staff Present: Staff Liaison Ford, Director of Public Works Bannon, City Engineer Stawski, Management Analyst Cherry

Also Present: Council Liaison Lidawer

Chair Rossen introduced new City staff members, Anna Ford, Civil Engineer, and Anna Stawski, City Engineer. He also introduced Peter Sereda and Christopher Johnson, both new TAG members.

MINUTES

a) Approval of the December 3, 2025 Meeting Minutes

Advisor Arbit moved to approve the minutes, seconded by Advisor Floss. Voice vote, unanimous. Chair Rossen declared the motion passed.

NEW BUSINESS

There was no new business.

BUSINESS FROM TRANSPORTATION ADVISORY GROUP MEMBERS

(a) Continued Discussion of Bike Friendly Community Rating Target

Chair Rossen provided background on this initiative, and shared that the City has achieved the bronze-level rating. He would like to see Highland Park achieve a silver rating, as very few communities in Illinois have achieved this designation.

Chair Rossen will follow up with the Advisors to engage a volunteer who will lead this project. This volunteer will work closely with Chair Rossen and City staff to prepare the City’s application for silver designation.

Council Liaison Lidawer suggested that any study associated with this application should have a cost-benefit analysis for the City Council to review. Chair Rossen agreed.

Chair Rossen and Advisor Johnson discussed the communities in Illinois that have received the silver designation.

(b) Bicycle Activity Event Calendar for 2026

Chair Rossen provided an overview of the Bicycle Activity Event Calendar, which was introduced by TAG in 2025. The calendar compiles all bicycle events throughout the community into one convenient guide.

Chair Rossen, Advisor Arbit, Council Liaison Lidawer and Director Bannon discussed the “Biking and Walking” page on the City’s website. The Advisors will review the webpage and send suggested updates and changes to City staff.

Advisor Floss, Council Liaison Lidawer and Chair Rossen discussed the City’s Independence Day Parade and the inclusion of bicycles in the event.

(c) Skokie Bike Path Extension South Across Lake Cook Road Update

Chair Rossen provided information about the Skokie Bike Path, and shared that there is interest in extending the path south across Lake Cook Road. The project has been delayed due to ongoing discussions with Union Pacific and ComEd regarding the project.

Advisor Arbit asked if Highland Park has any direct involvement or role in this project. Director Bannon confirmed that the City has not been approached regarding this particular project.

(d) National Bike Month - May

Chair Rossen provided a brief overview of National Bike Month. In the past, the City has issued a proclamation recognizing May as National Bike Month. TAG has also worked with the Library in previous years to provide information and literature regarding bicycles, safety reminders, and other pertinent information.

Advisor Johnson asked if the proclamation is shared elsewhere throughout the community. The Advisors discussed working with local coffee shops and businesses to display the proclamation and related information. Advisor Floss also suggested working with the schools to provide this information to students and their families.

Chair Rossen, Council Liaison Lidawer and Director Bannon discussed the timeline for the proclamation. Director Bannon will see if it is possible to move the proclamation to an April City Council meeting so it is available for the entire month of May.

BUSINESS FROM CITY STAFF

(a) 2026 Capital Improvement Plan Projects

Staff Liaison Ford shared information about the City’s 2026 Capital Improvement Plan projects, and provided a link to the City’s website with this information. Chair Rossen asked if the projects listed on the website are ongoing, or if they will be completed this year. City Engineer Stawski clarified that the street and concrete road programs will be completed in 2026. Other projects that are listed will be worked on in 2026, but not necessarily completed this year.

Chair Rossen noted that TAG has items they would like to prioritize from Move HP. He asked how to incorporate these priorities into the City’s Capital Improvement Program.

Director Bannon and Council Liaison Lidawer provided information on the City Council's annual budget workshop, and how those agenda items are set. They also provided information about the City's Major Projects. Director Bannon and Council Liaison Lidawer explained that TAG should notify appropriate City staff about their project priorities in advance of the City's budget workshop so that it can be added to the agenda and/or Major Projects for review and potential implementation.

Staff will provide TAG with a link to the City's Major Projects for the Advisors to review.

(b) Lake Cook Path - Skokie Valley Path to Chicago Botanic Garden Update

Director Bannon provided a status update on the Skokie Valley Path. Currently, Lake County is in the planning phase. After that, they will move to the design phase, with construction tentatively scheduled for 2029.

Chair Rossen explained that this project would help further connectivity in this area, but noted that there are some dangers in the area that need to be addressed as part of this project. Director Bannon shared information about the design changes to the project, and explained that the project will likely evolve as it moves through the planning and design phases.

Advisor Sereda asked about the project process. Director Bannon and Council Liaison Lidawer shared information about the process for projects like this between Lake County and the City. Advisor Johnson asked if IDOT is involved, since the street is being narrowed as part of the project. Director Bannon doesn't believe that IDOT is involved at this point, but they would become involved when working on the pedestrian bridge portion of the project.

(c) US-41 Pedestrian Bridge Project Next Steps

Chair Rossen noted that this project was discussed at the February 9, 2026 meeting of the Committee of the Whole. Chair Rossen asked staff to provide an overview of what was discussed at the February 9 meeting, and what options the City has. Director Bannon shared that Council liked the idea of reconstructing the bridge rather than rehabilitating it, but a formal vote has not been taken yet. The City Council will be discussing the bridge as a part of a broader conversation regarding the Capital Improvement Program.

Advisor Johnson asked about the lifespan comparison between rehabilitating the bridge and reconstructing the bridge. Director Bannon noted that this was discussed during the February 9, 2026 meeting of the Committee of the Whole. Staff will provide the Advisors a link to the agenda packet from that meeting, as well as a link to the meeting recording.

(d) North Highland Sidewalk Connection Update (Krenn/Hyacinth/Western)

Chair Rossen provided an overview of the sidewalk project involving the Krenn, Hyacinth and Western streets in the North Highland neighborhood. Director Bannon clarified the ADA requirements as it pertains to this project.

Chair Rossen expressed concerns regarding the lack of connectivity from this sidewalk to the Metra station. Director Bannon explained that an extension of the sidewalk to the Metra station is not being considered at this time.

BUSINESS FROM THE PUBLIC

Chair Rossen introduced Business from the Public.

Staff Liaison Ford confirmed that the City did not receive any written comments from the public.

Mark Portman, resident, provided comments about the Skokie Bike Path extension south across Lake Cook Road. He would prefer that the pedestrian bridge at US-41 be completed before the Skokie Bike Path extension.

ADJOURNMENT

Advisor Sereda moved to adjourn. Advisor Arbit seconded the motion. Voice vote, unanimous. Chair Rossen declared the meeting adjourned at 7:43 PM.

Respectfully Submitted,

Megan Cherry, Management Analyst

MINUTES APPROVED BY THE TRANSPORTATION ADVISORY GROUP ON:

DRAFT

Highland Park Bike Month May 2026

- Part of National Bike Month, sponsored by League of American Bicyclists
- City of Highland Park Mayoral Proclamation
- Highland Park Public Library Book Display
- League of American Bicyclists—Bronze Level



City of Highland Park Mayoral Proclamation



Highland Park Public Library Display

TAG Worked with Library Staff to Organize Display



Highland Park Public Library Display

Between 70 and 80 books on display



League of American Bicyclists— Highland Park Is a Bicycle Friendly Community 2024-2028—Bronze Level



Plans for 2027

- Start earlier to play for Highland Park Bike Month
- Work again with Highland Park Public Library
- Partner with Lake County
- Partner with Sierra Club and other environmental organizations
- Partner with Active Transportation Alliance

Bicycle-Friendly Community – Bronze to Silver

Presentation to Transportation
Advisory Group, June 17, 2026

Bicycle-Friendly Community – Bronze to Silver

- Presentation Outline

- 1) Purpose

- 2) Benefits

- 3) Workplan

Bicycle-Friendly Community – Bronze to Silver

- Purpose

Recommend actions to City Council designed to boost Highland Park's rating as a Bicycle-Friendly Community (BFC) from Bronze to Silver

Next BFC Application renewal date **JUNE, 2028**

Bicycle-Friendly Community – Bronze to Silver

- Benefits

- 1) Enhance quality of life for residents who are part of the bicycle riding community
- 2) Increase safety for Highland Park bikers
- 3) Increase # of Highland Park residents who become part of the bicycle riding community

Bicycle-Friendly Community – Bronze to Silver

- Benefits (continued)
 - 4) Increase parental comfort – and kids' excitement – with children biking to school
 - 5) Increase opportunities for recreation and community health
 - 6) Make HP more attractive to potential home buyers

Bicycle-Friendly Community – Bronze to Silver

- Work Plan – Owners: Matt A., Heather W.
 - 1) Review Feedback provided by Bike League with HP's Bronze rating (2024)
 - Includes Award Criteria and Aspiring Community Checklist
 - 2) Review MoveHP – Master Plan for non-motorized transportation

Bicycle-Friendly Community – Bronze to Silver

- Work Plan (continued)
- 3) Identify themes/actions in MoveHP that seem of greatest value to BikeLeague based on feedback received
 - 4) Present to TAG and City Staff to recommend what to pursue, and how

Bicycle-Friendly Community – Bronze to Silver

- Work Plan (continued)
- 5) Present TAG-recommended actions, with forecast costs and benefits, to City Council

Summary of Noteworthy IL Bills Passed

(adapted from Active Transportation Alliance and Ride Illinois)

SB 3484 – MICROMOBILITY SAFETY

This legislation creates a new system for classifying previously unregulated, high-powered micromobility devices. The legislation requires licensing and insurance for the fastest, most powerful devices and clarifies where these devices can be operated. Currently there is a confusing patchwork of inconsistent regulations across communities.

HB 4948 – STOP SUPERS SPEEDERS

This legislation lays the groundwork for use of Intelligent Speed Assistance (ISA) technology, which uses GPS and onboard sensors to prevent the most dangerous drivers from exceeding posted speed limits. Research shows that a small number of “super speeders” are responsible for a disproportionately large share of deadly crashes.

HB 5081 – STATE SPEED LIMIT REFORM

The legislation introduces a target speed framework for establishing speed limits which embeds in our policies and the processes, the context about what kind of street we want, and who it should serve safely, for all road users (drivers, walkers, cyclists, etc.).

HB 2335 — FINE TUNING THE NORTHERN ILLINOIS TRANSIT AUTHORITY ACT (NITA Act)

This bill adds clarity to the funding distributions, consistency for board appointments, some updated timelines, and some needed definitions.

Summary of Noteworthy IL Bills Passed

(adapted from Active Transportation Alliance and Ride Illinois)

SB 3484 – MICROMOBILITY SAFETY

The bill sponsored by State Senator Ram Villivalam and Representative Barbara Hernandez passed both the House and Senate. The bill is now headed to Governor Pritzker's desk.

Electric mobility devices such as e-scooters, e-motos, electric skateboards, and electric unicycles—collectively known as “micromobility”—will be subject to stronger safety regulations under newly passed legislation.

As more and more powerful micromobility devices have been entering the market, there's been a clear gap in existing policy, which provided for the regulation of low-speed e-bikes, but not the large number of newer, more powerful devices capable of traveling at speeds greater than 28 mph.

Many local municipalities attempted to address this gap in regulation by passing a myriad of different local ordinances, leading to a confusing patchwork across jurisdictions that was difficult to navigate for people crossing community boundaries and some communities ended up banning e-bikes outright.

Led by the Illinois Secretary of State Alexi Giannoulias and his team, with input from a host of stakeholders including Active Transportation Alliance and Ride Illinois, **this legislation creates a new system for classifying previously unregulated, high-powered micromobility devices. The legislation requires licensing and insurance for the fastest, most powerful devices and clarifies where these devices can be operated.**

Summary of Noteworthy IL Bills Passed

(adapted from Active Transportation Alliance and Ride Illinois)

- Maintain three classes of legal, low-speed e-bikes, consistent with 46 other states. Class 1 and 2 e-bikes users must be 15 or older, and for Class 3 e-bikes (higher speed/pedal assist over 28 mph) must be 16 or older (current law).
- Devices that have a motor over 750 watts and speed capability over 28 mph are not classified as bicycles in the vehicle code
 - They are motor driven cycles and as such operators must have a valid driver's license, title, registration, and insurance.
 - These often look like bikes but are much faster and more powerful and are not allowed in bike lanes or on paths.
- Prohibits any retailer, distributor, or manufacturer from marketing, advertising, labeling, or otherwise offering for sale any motor-driven cycle that would cause a consumer to believe that it is a low-speed electric bicycle.
- People who ride electric scooters and electric skateboards must be 16 or older,
- For pedestrian safety, e-bikes and e-scooters are not allowed on sidewalks.
- Provides for exceptions for adaptive devices.

SB 3484 integrates micromobility devices into state law, establishes age restrictions, and implements sensible regulations for the use of high-speed devices, like e-motos. This bill also allows the state, municipalities, and law enforcement to embrace new mobility modes while retaining a focus on public safety.

Summary of Noteworthy IL Bills Passed

(adapted from Active Transportation Alliance and Ride Illinois)

HB 4948 – STOP SUPERS SPEEDERS

The bill sponsored by Rep Marti Deuter and Sen Julie Morrison passed the full Illinois Senate with a vote of 49-9. The bill is now headed to Governor Pritzker's desk.

Research shows that a small number of “super speeders” are responsible for a disproportionately large share of deadly crashes. These drivers are several times more likely than typical motorists to be involved in deadly collisions, and traditional enforcement—such as license suspension—has proven largely ineffective.

This legislation lays the groundwork for use of Intelligent Speed Assistance (ISA) technology, which uses GPS and onboard sensors to prevent the most dangerous drivers from exceeding posted speed limits. Participating in the ISA program allows them to maintain their mobility safely and legally, without being forced to choose between breaking the law and keeping their job.

THE FACTS

- Nationally, 75 percent of drivers with a suspended license continue to drive illegally in order to meet their needs.
- 299,133 crashes occurred on Illinois roads in 2023 and speed accounted for 31.3% of total crashes and 44.9% of deadly crashes.

HB 4948

- The program will be administered by the Secretary of State.

Summary of Noteworthy IL Bills Passed

(adapted from Active Transportation Alliance and Ride Illinois)

- People whose driver's license has been suspended due to convictions of driving 26 miles per hour or more over the speed limit twice in a 12-month period are eligible for the program.
- Participants will be issued a restricted driving permit that allows them to drive only vehicles equipped with the ISA device, and meet their daily needs without accumulating additional speed-related points or convictions

HP4948 make our roads safer for everyone including drivers, passengers, as well as those most vulnerable who are walking and biking.

Summary of Noteworthy IL Bills Passed

(adapted from Active Transportation Alliance and Ride Illinois)

HB 5081 – STATE SPEED LIMIT REFORM

Unsafe speeds play a major role in serious injuries and fatal crashes on our roadways. The ways we manage speed needs to be improved—from road design, to default speed limits on streets in urban areas (e.g. towns, cities) and on residential streets, and the hurdles communities need to jump through to lower speed limits.

THE FACTS

Typically, even when a local community wanted to lower the speed limit, it can only do so on roadways it controls, and would have to pay for a costly traffic study to justify safer speeds. This amounted to a barrier to safer speeds for communities across Illinois.

HB 5081 starts to address these hurdles.

- **Communities can now set lower speed limit maximums by ordinance without a traffic study:**
 - 20 mph or 25 mph on roads in an urban district
 - 20 mph maximum on roads in a residence district
 - 10 mph maximum in an alley
- The legislation also makes it easier for communities to work with IDOT to lower the speed limit on state-controlled roads
- **The legislation introduces a target speed framework for establishing speed limits which embeds in our policies context about what kind of street we want, and who it should serve safely, for all road users (drivers, walkers, cyclists, etc.), is embedded in the process.**

Summary of Noteworthy IL Bills Passed

(adapted from Active Transportation Alliance and Ride Illinois)

HB 2335 — FINE TUNING THE NORTHERN ILLINOIS TRANSIT AUTHORITY ACT (NITA Act)

The scale of last fall's transit funding and reform victory cannot be overstated. As such, there are inevitably legislative details that require fine tuning and refinement as part of the General Assembly's normal workflow.

HB 2335 adds clarity to the funding distributions, consistency for board appointments, some updated timelines, and some needed definitions. Legislators have been working throughout the spring session to make these adjustments **in time for the NITA legislation to take effect on June 1.**

IDOT Active Transportation Plan Presentation at the Active Transportation Alliance and Ride Illinois Suburban Advocacy Meeting on June 3

IDOT's Active Transportation Plan

- The plan is expected to be released in the next couple of weeks! Here are a few of resources:
 - Overview of the process:
 - https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/planning/active-transportation-projects/IDOT_%20ExistingConditionsCutSheets_DocumentsSection.pdf
 - Bicycle Facility Inventory System: <https://bfis.app.dot.illinois.gov/>
 - Bicycle Level of Service (BLOS) Map: <https://experience.arcgis.com/experience/973edd2b56014715a767dd1cceb854b>
- Reach out to Adam and Jessi if you're interested in joining the Interagency Council on Bikeways:
 - **Adam Gabany**, Intermodal Planning Unit
Chief: Adam.Gabany@illinois.gov
 - **Jessi Hopkins**, Active Transportation
Manager: jessica.l.hopkins@illinois.gov
- **IDOT's Fall Planning Conference** in Normal, (Sept 2-4)
 - <https://idot.illinois.gov/about-idot/stay-connected/events/fall-planning-conference.html>

