

**VILLAGE OF LIBERTYVILLE
BOARD OF TRUSTEES
BICYCLE ADVISORY COMMISSION**

Tuesday, March 28, 2017
6:00 p.m.
Village Hall

Agenda

1. Call to Order
2. Minutes of the Tuesday, November 22, 2016 Bicycle Advisory Commission
3. Bike-Friendly Community Status
4. Community Bike Ride
5. Other
6. Adjourn

**VILLAGE OF LIBERTYVILLE
BOARD OF TRUSTEES
BICYCLE ADVISORY COMMISSION**

Tuesday, November 22, 2016
6:00 p.m.
Village Hall

Minutes

Attendance

Commission: Trustee Donna Johnson, Commissioner Ken Glick, Commissioner Glenn Schmitt, Commissioner Dave Sallmann, Commissioner Elliott Hillbeck, Commissioner Steve Feldman

Village Board: Trustee Pete Garrity, Trustee Pat Carey

Staff: Director of Public Works Paul Kendzior, Police Chief Clint Herdegen, Assistant to the Director Laura Ditanto

Others: Rachel Pomeroy

Absent: Village Administrator Kevin Bowens

Agenda

1. Call to Order at 6:01 pm

2. Minutes of the Tuesday, August 23, 2016 Bicycle Advisory Commission

The minutes were approved as written.

3. Lake County Patriot Path Update

Village staff provided an update to the Commission. No discussion.

4. Riding Bicycles at Night

Commissioner Glick requested that Village staff highlight the State statute regarding night time illumination on bicycles. Staff will post the State statute on the Village website and have it published in a future newsletter. The State statute on night time bicycle illumination as follows:

(625 ILCS 5/11-1507) (from Ch. 95 1/2, par. 11-1507)

Sec. 11-1507. Lamps and other equipment on bicycles.

(a) Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type approved by the Department which shall be visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

(b) A bicycle shall not be equipped with nor shall any person use upon a bicycle any siren.

This subsection (b) does not apply to a bicycle that is a police vehicle or fire department vehicle.

(c) Every bicycle shall be equipped with a brake which will adequately control movement of and stop and hold such bicycle.

(d) No person shall sell a new bicycle or pedal for use on a bicycle that is not equipped with a reflex reflector conforming to specifications prescribed by the Department, on each pedal, visible from the front and rear of the bicycle during darkness from a distance of 200 feet.

(e) No person shall sell or offer for sale a new bicycle that is not equipped with side reflectors. Such reflectors shall be visible from each side of the bicycle from a distance of 500 feet and shall be essentially colorless or red to the rear of the center of the bicycle and essentially colorless or amber to the front of the center of the bicycle provided. The requirements of this paragraph may be met by reflective materials which shall be at least 3/16 of an inch wide on each side of each tire or rim to indicate as clearly as possible the continuous circular shape and size of the tires or rims of such bicycle and which reflective materials may be of the same color on both the front and rear tire or rim. Such reflectors shall conform to specifications prescribed by the Department.

(f) No person shall sell or offer for sale a new bicycle that is not equipped with an essentially colorless front-facing reflector.

(Source: P.A. 95-28, eff. 8-7-07.)

Commissioner Feldman stated that the Police provide Bike Safety in the schools to teach the kids about helmets and safe riding.

Chief Herdegen stated that officers would address a safety concern if they saw kids riding in the road after dark rather than write tickets. The Police will respond to complaints about unsafe bicycle riding but rarely write tickets for these types of incidents.

5. Community Bike Ride

The Commission continued the discussion from the last meeting regarding the Community Bike Ride. The June 2016 event was sparsely attended. Weather was an issue since it rained all morning.

Trustee Johnson recommended that the Commission set up a booth at Libertyville Days or another event to advertise the event. The Commission would have a captive audience to advertise that this event will be about safety, family and bicycle education. Advertising at an event will require moving the event to later in the Summer, preferably late June.

Commissioner Hillbeck suggested that each person think of three things to teach kids about riding in addition to the Community Bike Ride.

The Commission was asked to send Ditanto ideas for the Community Bike Ride before the next meeting on January 10, 2017.

6. Number of Commission Members

Village staff will provide an Ordinance amendment at the December 13th Village Board meeting

to increase the number of resident commissioners on the Bicycle Commission. The Municipal Code currently states that no less than three Commissioners shall be residents. The Ordinance amendment will change it to no less than five Commissioners shall be residents.

7. Signage

Each year Public Works provides \$1,000 in their budget for Bicycle related signage. The Commission requested that more "Share the Road" signs be placed on Golf Road and Lake Street in 2017.

8. Adjournment at 6:55 pm.

Respectfully Submitted:
Laura Ditanto,
Assistant to the Director of Public Works



BIKE FRIENDLY COMMUNITY STATUS

March 28, 2017 Bicycle Advisory Commission

Commissioner Rachel Pomeroy requested that the Commission discuss Bicycle Friendly Community Status, a program sponsored by The League of American Bicyclists. Attached is a brochure on the Attributes of a Bicycle Friendly Community.

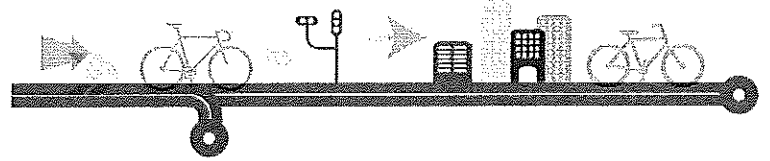
Public Works Department

Administration and Engineering Division 847-918-2100 847-918-9439 fax
Streets and Utilities Division/Fleet Services Division (847) 362-3434 (847) 918-2122 fax
Waste Water Treatment Plant (847) 918-2007 (847) 362-4256 fax
Parks Maintenance (847) 918-2074 (847) 918-9429 fax
200 East Cook Avenue Libertyville, Illinois 60048
www.libertyville.com



ATTRIBUTES OF A BICYCLE FRIENDLY COMMUNITY

bikeleague.org/content/communities



ENGINEERING

There's a local Complete Streets policy with implementation guidance, staff training, policy checklist, compliance procedure, and compliance performance measures.

There are standards for bicycle facility design and implementation that meet or exceed the AASHTO Guide for the Development of Bicycle Facilities and NACTO Urban Bikeway Design Guide, as well as regular training opportunities on best practices and funding bicycle projects for engineering and planning staff.

There are various types of on- and off-street bicycle facilities that best fit the context of density, automobile speeds and congestion, to improve safety and encourage more people of all ages and abilities to bicycle.

The on- and off-street bicycle network is well-maintained to ensure usability and safety.

There are convenient ways for the public to comment on maintenance, safety and other issues impeding bicycle accessibility.

High-speed and/or high-volume streets have designated bicycle facilities such as bike lanes, buffered bike lanes and cycle tracks to enable bicyclists of various skill levels to reach their destinations quickly and safely.

Non-arterial and collector streets have a speed limit of 25 miles per hour or lower.

The street network is well connected.

Intersections are safe and convenient for bicyclists.

There is an ordinance ensuring high-quality, safe and convenient bike parking options at destinations throughout the community.

People can easily combine bike and public transit trips.

There is a Smart Growth land use policy that encourages bicycling, pedestrian and transit trips.

There is access to suitable public lands for off-road bicyclists.

The bicycling network is enhanced by a network of bicycle boulevards, a bicycle wayfinding system, and solutions to improve accessibility across barriers like highways, bodies of water and disconnected streets.

EDUCATION

There is a local Safe Routes to School program. Bicycle-safety education is a routine part of primary and secondary school education and the surrounding neighborhoods are safe and convenient for biking.

There are bicycle education opportunities for children and youth outside of school through bike rodeos, youth recreation programs, helmet fit seminars or a Safety Town program.

There is a public awareness campaign using Public Service Announcements and other media to make both motorists and cyclists aware of their rights and responsibilities.

There are regular opportunities for adults to develop their bicycling skills, from videos for self-teaching to in-depth training like the League's Traffic Skills 101, and local League Cycling Instructors are available for training.

There's a motorist education program for professional drivers.

ENCOURAGEMENT

There is an active, engaged bicycle advocacy group representing the interests of bicyclists and potential bicyclists.

Bike Month, Bike to Work Day, and Bike to School Day are promoted in partnership with local bicycle advocacy groups.

Individualized marketing and bike challenges promote bicycling.

The mayor and/or local council host or participate in bike rides, and support community bicycling events.

There's a bike club, and the community hosts a variety of regular bicycling rides and events that appeal to cyclists of all ages and abilities.

Learn more at bikeleague.org/content/communities

There is a Ciclovía or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists, pedestrians and group exercise events.

There are bicycle-themed community celebrations or social rides each time a new bicycle-related project is completed, showing off the community's good efforts and introducing new users to the improvements.

The tourism board or local chamber of commerce promotes bicycling in the area to boost the local economy.

Residents and visitors have access to rental bikes and automated public bike sharing systems in larger communities.

Local public agencies, businesses and organizations promote bicycling to work and seek recognition through the League's free Bicycle Friendly Business program.

Local colleges and universities promote bicycling and seek recognition through the League's Bicycle Friendly University program.

There are numerous bike shops offering a variety of bikes and accessories, a co-op or community bike shop, and opportunities to rent or loan a bike in the community.

There are empowering youth bicycling programs such as Earn a Bike programs.

There is a local bike map printed and online that addresses diverse needs and skill levels.

Recreational bicycling is promoted through amenities like a mountain bike skills parks, cyclocross courses, or BMX parks.

There are short themed-loop routes around the community with appropriate way-finding signage.

ENFORCEMENT

There's a law requiring a safe passing distance of at least three feet.

There are increased penalties for harassing, injuring or killing vulnerable road users, including cyclists.

Speed limits can be 20 mph or lower in some neighborhoods and near schools.

Bicyclists are not required to use a sidepath or bike lane and have discretion on where to ride on the road.

It's illegal for drivers to drive distracted, use a handheld cell phone or text while driving.

Data is collected — and publicly available — on traffic citations issued, prosecutions, and convictions of incidents related to bicycles.

There's a police bike patrol, and designated law-enforcement point person who interacts with the bike community.

Law enforcement officers are offered regular education on the rights and responsibilities of bicyclists and traffic law as it applies to bicyclists and motorists.

Law enforcement officers distribute helmets, bike lights and bike locks (or coupons to local bike shop) to encourage cyclists to ride more safely and discourage bike theft.

Law enforcement officers use targeted enforcement and information-sharing to encourage motorists and cyclists to share the road safely.

Law enforcement officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners.

Most streets and key shared-use paths are well lit at night.

Volunteer trail patrols ensure safety of remote trails.

EVALUATION/PLANNING

There's a Bicycle Advisory Committee or Bicycle & Pedestrian Advisory Committee that meets at least several times a year to make policy and program recommendations and ensure the bicycle program is held accountable to citizens.

In larger communities, designated agency staff members lead and coordinate the community bicycle program in close cooperation with the Bicycle Advisory Committee.

There is a current, comprehensive bike master plan with dedicated funding, specific targets for ridership and safety, and tools for evaluation and monitoring progress.

Bicycle use is researched beyond the U.S. Census' American Community Survey report (i.e. through participation in the National Bicycle and Pedestrian Documentation Project) to more efficiently distribute resources according to demand.

Bicycle crashes are studied and a plan is in place to reduce the number of crashes in the community.

There is a mechanism that ensures that bicycle facilities and programs serve the entire community equitably.

And, of course, lots of people are riding bikes!

Learn more at bikeleague.org/content/communities

COMMUNITY BIKE RIDE

March 28, 2017 Bicycle Advisory Commission

The Commission discussed the 2017 Community Bike Ride at the November 22, 2016 meeting. The Commission will need to determine a date, time, and starting location. Commissioner Elliott Hillbeck submitted the following ideas below for the 2017 Community Bike Ride.

- **Goals:**
 - Get a large group of people to do a casual family bike ride along the DPR trail.
 - General cycling awareness and trail/road etiquette (adult-focused)
 - Bicycle safety – helmets, safe riding habits, etc. (kid - focused)

- **P.R. and Promotion:**
 - Parks Dept. email? Website?
 - D70 schools – either via D70 or Family Associations, or both.
 - Find ways to weave this with D70's (and 128's) physical education curriculum?
 - Media:
 - Patch, Trib Local
 - Local bike shops
 - Lifestyle Cycle
 - Amphibian
 - G. Garner
 - Cycling clubs
 - Local bike shops' riders
 - County (Do we want to reach this far, or keep it local?)
 - bikebclc.com?
 - Ride Illinois

 - **After Ride:**
 - Photos and news release to Patch, L.C. News-Sun / Tribune.
 - Written article for publication in Ride Illinois, Rails-to-Trails, other?

 - (For future rides we could highlight best cycling lanes from each elementary to DPR trail @ Adler, provide traffic support, make into a contest to see which school can best represent based on % of student body attending.)

- **Sponsors:**
 - Local bike shops – perhaps give Lifestyle first crack? Don't want to burn bridges with Garner though.
 - Others
 - Restaurant at I.G?

- Food / Beverage tents at Adler Park and I.G.? Riverside/Copeland too?
- **Volunteers:**
 - Bike shops and their riding groups
 - Local School family associations.
 - Others?
- **Event Logistics:**
 - Assembly: Start in the Copeland neighborhood either at Copeland Manor or north end of Riverside Park.
 - Advantage here is that it's close to trail and accessible by bike for many; has good parking for those who need to drive.
 - Hope for good weather.
 - Organize a couple quick presentations leading up to the "start".
 - P.D. / F.D. Risk Awareness / Safety Town opportunities
 - Can tie in with Risk program P.D. does with D70.
 - Access to a megaphone if needed?
 - Parking – encourage neighbors to ride over. Yonder neighbors use streets – 7th (southbound / school side) and 4th via path, Copeland parking lot, Riverside parking lot.
 - Possibly two rides – short and long:
 - Riverside to Adler and back.
 - ~3 miles each way via DPR Trail.
 - Riverside to Independence Grove and back.
 - ~5 miles each way via DPR Trail.
 - Safety:
 - Cycle or traffic P.D. at three key positions:
 - 7th or Riverside Dr. and Rockland
 - Rockland Rd. and DPR trail
 - DPR trail and Oak Spring Rd.
 - Pre-signage at those locations? Could double as P.R.
 - Do we need any medical?
 - First Aid at Adler Park and I.G.?
 - Signage
 - Assembly / Start area.
 - At Adler for finish / 60% line to distinguish the two rides / routes.
 - At I.G. across the DPR bridge to direct riders to "halfway checkpoint" and refreshments, restrooms, first aid, etc.
 - Timing – will need to coordinate with D70, 128.
 - Before school is out.

Approvals/Endorsements:

Cycling committee

Village – P.D. and Works, other?

Copeland and D70

Sponsors