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TRANSPORTATION COMMITTEE

Thursday, October 28, 2010

9:00 a.m.

NWMC Offices

1616 East Golf Road

Des Plaines, IL 60016

AGENDA

- I. Call to Order**
- II. Approval of the September 30 Meeting Minutes (*Attachment A*)**
Action requested: Approval of minutes
- III. Service Board Budget Presentations**
Representatives from Pace and Metra will present their proposed 2011 budgets.
Action requested: Informational
- IV. Elgin O'Hare-West Bypass (EOWB) Advisory Council**
The Governor's EOWB Advisory Council held its first meeting on October 19th to discuss the implementation, financing, and operating structure of the project. NWMC representative Mayor Moylan of Des Plaines will update the Committee.
Action requested: Informational
- V. NWMC Bicycle Plan Update**
The NWMC has been working to update its 2007 Bike Plan. The planning process has focused on corridor evaluation, prioritization and implementation. Staff will provide a report on the 2010 Bicycle Plan Update, which will be presented to the Committee for approval in November.
Action requested: Discussion
- VI. Stop For Pedestrians Law (*Attachments B & C*)**
At the September 30th meeting, Committee members requested additional information on the newly adopted Stop For Pedestrians Law. Staff will discuss the attached fact sheets from the Active Transportation Alliance.
Action requested: Informational
- VII. CMAP Report**
Staff will provide an update on relevant activities from CMAP's committees.
Action requested: Informational
- VIII. Other Business**
- IX. Next Meeting**
The next committee meeting is November 18 at 9:00 a.m. at the NWMC offices.
Action requested: Informational
- X. Adjournment**

TRANSPORTATION COMMITTEE
DRAFT MINUTES
Thursday, September 30, 2010
9:00 a.m.
NWMC Offices
1616 East Golf Road
Des Plaines, IL 60016

Members Present:

Ken Nelson, Chair, Mayor, City of Rolling Meadows
Mike Allison, Village Manager, Village of Vernon Hills
Greg Summers, Director of Engineering and Building, Village of Barrington
Paul Schneider, City Engineer, City of Evanston
Mike Janonis, Village Manager, Village of Mount Prospect
Louella Preston, Trustee, Village of Niles
Al Larson, President, Village of Schaumburg
Tim Frenzer, Village Manager, Village of Wilmette

Others Present:

Earl Dunn, IDOT
Marnie Hooghkirk, IDOT
Andy Plummer, RTA
Joy Schaad, CMAP
Kitty Weiner, Congressman Roskam's Office
Bob Israel, MACTEC
Mike Pagones, Village of Arlington Heights
Mike Hankey, Village of Hoffman Estates
Bill Baltutis, TMA of Lake Cook
June Johnson, Village of Schaumburg
Dan Jedrzejak, Chastain and Associates
Steve Pasinski, Thomas Engineering
Brian Plum, Traffic Control Corporation
Chris Staron, NWMC
Mike Walczak, NWMC
Larry Bury, NWMC

I. Call to Order

Chair Nelson called the meeting to order at 9:00 a.m.

II. Approval of the April 22, 2010 Meeting Minutes

The May 27, 2010 meeting minutes were approved on a motion from Trustee Preston, seconded by President Larson.

III. 2010-2011 Transportation Committee Information

A. 2010-2011 Transportation Issues

Mr. Walczak and Mr. Staron discussed with the committee local, state, and federal transportation issues which are likely to address in 2010-2011. Ongoing projects such as the STAR Line and Elgin-O'Hare West Bypass were discussed, as well as more topical

issues that the Committee may hear more about soon, such as the Livable Communities Act and the implementation of CMAP's Go To 2040 regional comprehensive plan.

Mr. Bury raised concerns with a proposal from State Senator Martin Sandoval's giving municipalities more eligible uses for their Motor Fuel Tax funds, including transit and transit-supportive projects. Mr. Allison and Mr. Schneider were concerned about potentially stretching the already scarce MFT funds too far, while President Larson didn't see a problem with the move, since municipalities would not be forced to use the MFT funds for any projects not of their choosing. Staff was asked to continue to monitor the bill.

The Committee was also asked to share with staff other topics of interest future presentations. Mr. Schneider recommended that the Committee discuss the recently passed "Stop For Pedestrians Law" at a future meeting.

B. 2010-2011 NWMC Transportation Committee Roster

A roster of the Committee's members for the coming year was distributed.

C. Transportation Glossary

An updated glossary of transportation terms and acronyms was distributed. Trustee Preston recommended adding the names of the municipalities which fall under each of the Council of Mayors areas. Mr. Janonis suggested adding definitions for "constrained" and "unconstrained".

IV. NWMC Bicycle Plan Update

Mr. Walczak gave the Committee an update of the work that NWMC and ATA staff have done on the NWMC Bike Plan Update, starting with a recap of the whole process, and then focusing on what was accomplished over the summer. The next steps in the process include the drafting of the plan, incorporation of comments from the Bicycle/Pedestrian and Transportation Committees, and then full NWMC Board adoption in November or December. Trustee Preston recommended including a list of municipalities and which corridors are located in each one.

V. CMAP Report

Ms. Schaad gave an update on the recent Council of Mayors Executive Committee meeting and also reminded the Committee of the upcoming Go To 2040 Launch Event on October 13 at the Harris Theater at Millennium Park.

VI. Other Business

VII. 2010-2011 Meeting Schedule

A proposed schedule of meetings from September 2010 to May 2011 was distributed.

VIII. Adjournment

A motion to adjourn was unanimously approved on a motion from Mr. Frenzer seconded by President Larson.

MUST STOP FOR PEDESTRIANS

Frequently Asked Questions

What is the purpose of this law?

The law requires motorists (and bicyclists) to stop for pedestrians in crosswalks. This will ensure safety for all road users and encourage healthy, environmentally-friendly modes of active transportation, like walking and biking.

What was wrong with the previous law?

The previous law was unclear and difficult to enforce. This law clarifies driver responsibility from “yield and stop when necessary” to “must stop for pedestrians.” The law is now easy to understand and easier to enforce.

Pedestrian safety is a serious issue in Illinois. More than 6,000 pedestrians are hit each year by cars. Out of that 6,000, 172 people are killed and 1,000 are seriously injured.

What is the new fine for hitting a pedestrian?

Fines will not change under this law. Fines are established on a county-by-county basis, and can vary based on several factors including court costs and whether the crash involved a hit-and-run scenario.

Aren't most pedestrian fatalities the result of pedestrians behaving irresponsibly?

No. Most pedestrian fatalities occur in crosswalks, where pedestrians already have a right to walk. This law applies to those spaces.

Can't we accomplish the same goals with an education campaign?

The previous law was unclear and very difficult to enforce, which made it difficult to stage a public education campaign. Education must be part of the strategy to implement this new law. It is clear: Stop for pedestrians.

Don't people have to take responsibility for themselves?

Yes. More than 30 percent of pedestrian fatalities are children. About 20 percent of all pedestrian crashes occur within 800 feet of a school. This law is designed to save the lives of the more than 50 children killed each year by drivers in Illinois. The law creates a simple, clear statewide standard for both drivers and pedestrians. This merely clarifies responsibilities.

But my community doesn't have any pedestrian crashes.

We are delighted that you can easily walk in your community. Unfortunately, most communities in Illinois are not safe for pedestrians. In 2007, 62 pedestrians were killed in downstate Illinois, 61 were killed in the City of Chicago and 49 were killed in the surrounding suburbs. Pedestrian crashes occur in all communities, on all types of roads, at all times. This law is part of a statewide solution.



Although the specifics around pedestrian crashes might vary by community, it is clear that safety needs to be addressed. In the urban areas, there are more crashes but they are less severe. (In Cook County, 17 percent of pedestrian crashes result in serious injuries or death – 840 of 4,871 crashes). When pedestrian crashes occur in collar counties, higher rates of speed result in greater severity. (In collar counties, 27.9 percent of pedestrian crashes result in serious injuries or death – 178 of 637 crashes). In the rural areas, crashes are most severe. (Downstate, 29.1 percent of pedestrian crashes result in serious injuries or death – 248 of 852 crashes). This law addresses all of those variables.

Will this law require bicyclists to stop for pedestrians in crosswalks?

Yes. Bicyclists are required by state law to follow the same rules of the road as motorists.

Will this law put additional burdens on our police departments?

Police chiefs across Illinois support this law because it makes enforcement easier and less subjective. The Illinois Association of Chiefs of Police and Illinois State Police supported the legislation (HB 43).

Can home rule entities enact their own laws?

No. Illinois law requires uniform adoption of traffic safety laws in order to ensure consistency and safety. Different laws in different parts of the state would require multiple trainings for police, different signs and different court procedures. That would be costly and ineffective. Pedestrian safety laws must be simple and easy to understand if they are going to be effective.

Won't this law contribute to the unfair practice of the racial profiling of drivers?

Racial profiling should not be tolerated. Nor should the preventable deaths of more than 50 children in Illinois each year. This law is clearly focused on protecting children, families and residents that already have a right to be in the crosswalk. Furthermore, minorities are being disproportionately hurt by bad drivers. A Centers for Disease Control analysis of pedestrian crash data found that the Hispanic population suffers a pedestrian death rate of 2.88 per 100,000 people, a rate 62 percent higher than the 1.78 rate for non-Hispanic whites. The same report found death rates for African Americans were even higher, at 3.01 per 100,000 people, a rate almost 70 percent higher than the rate for non-Hispanic whites.

What should I do if I see a violation of the law?

Call 911 or your local police department.

Have more questions?

Email info@activetrans.org or call 312.427.3325



DRIVERS MUST STOP FOR PEDESTRIANS IN ILLINOIS (HB 43)

As of 2010, Illinois drivers must come to a complete stop for pedestrians in all crosswalks. Previous law required them to yield and stop when necessary.

Definition of “crosswalk”

There are several kinds of crosswalks.

- **Signalized:** These are crosswalks at stop signs and traffic signals.
- **Unsignalized:** These are crosswalks that don’t have a stop sign or traffic signal. They are also referred to as “mid-block crosswalks.”
- **Marked:** These are the crosswalks you can see. Painted lines on the road designate their location.
- **Unmarked:** Not all crosswalks are marked with paint. The law is filled with jargon (see below) but simply put, a crosswalk is present whenever a sidewalk leads into the street.

Illinois drivers must come to a complete stop for pedestrians in any of those crosswalks: marked, unmarked, signalized or unsignalized.

Legal Definition of a Crosswalk

Illinois defines crosswalks as “That part of a roadway at an intersection included **within the connections of the lateral lines of the sidewalks on opposite sides** of the highway measured from the curbs, and in the absence of a sidewalk on one side of the highway, that part of the highway included **within the extension of the lateral line of the existing sidewalk** to the side of the highway without the sidewalk” (625 ILCS 5/1-113 (a))

Violation penalties

Penalties for violating this law vary by county and may include fines and court costs. Cook County penalties start at \$50 and may include court costs.

Take action

You can take action if a car does not come to a complete stop while you are in a crosswalk. Call 911 and report them. If possible, record the license plate number and include that along with your location in your police report.

