

Go Green Illinois

Nov. 14, 2017 Minutes

Program: Sustainable Suburban Transportation part 2

Cassie Hall, Shared Use Mobility Center

Presentation slides available here:

<https://www.dropbox.com/s/bq9wy65tv777vdc/GoGreenPresentation.CHalls.pptx?dl=0>

SUMC's Mission: Making it possible to live well without a car. Shared mobility includes public transit, bike share, car share, and ride share.

There are challenges and opportunities in multimodal transportation and living without a car. SUMC connects public agencies and transit, serves as a clearinghouse for information, provides tools and technical assistance for cities, and convenes the public and private sectors.

Check their website <http://sharedusemobilitycenter.org/> for their shared mobility toolkit, case studies, details on their private transit and international best practices studies, and information on their March 2018 summit.

Shared Mobility fills gaps in transit schedule; can be implemented quickly; is less expensive than public transit – but not a substitute; augments public transit; and encourages sustainable, healthy and walkable communities. Cities can be transformed when public transit and private options work together.

In suburban areas, partnerships can be used to reduce single occupancy vehicle use:

1. First/Last Mile – In suburbs that means getting people to our train stations other than in a single occupancy car.
2. Multi-Modal app/Payment Integration between transit and shared mobility is being considered
3. Demand Response and Paratransit – how to modernize and make these services more efficient
4. Growing Models for Lower Density Areas
5. Innovative services for seniors and kids - Go Go Grandparent can help seniors access ride-share systems like Uber and Lyft.

www.gogograndparent.com. There are several other services operating in specific geographic areas for these populations.

Microtransit provides on demand shuttle service for low cost in some areas (i.e. UberPool, Via, Lyftline).

Policy can drive change. Building shared mobility action plans for cities, reducing parking requirements and implementing transit oriented development can all provide incentives for change.

Kim Stone on the three types of Bike Share systems:

1. Dock-based system owned by municipality like Divvy in Chicago: Computer is in station. Works with phone app. Cities buy the bikes and the stations. They maintain the bikes and manage placement of bikes in docks so they are properly distributed throughout the city to match demand. This is expensive, and unlikely to work in smaller municipalities.

2. Dock-based system NOT owned by municipality like Zagster: Cities do not own the bikes but pay a fixed fee per bike per year. The bikeshare company contracts with municipality. This type of system is much less costly than Divvy-type system. Can be a much smaller system. For example, a Village could start with fifteen total bikes at three stations. However, the options are limited since station locations would be fixed.

3. Dockless system like Lime Bike, Ofo and Social Bikes: Company gets a business license to operate. City can set up rules, but isn't involved in financing or managing the program. Computer is in the bike. No expensive docking stations. Users rely on an app on their phones to find the bikes. You do not have to return to a station. They maintain the bikes. This could work well in the suburbs as it provides flexibility. It would be best if it was a partnership among several municipalities so that the system operated over a larger geographic area.

Problems with Dockless Systems:

There is a significant downside possible if dockless systems are not well managed. DC is introducing a dockless systems in addition their dock-based system. Seattle eliminated their dock-based system and has allowed several different operators to offer bikes in the downtown area. Municipalities and/or operators sometimes can charge extra to users who don't leave the bikes in specified areas. Social Bikes operates in the area between dock systems and dockless. People are encouraged to park in the rack system with a reduced price. However, bikes often end up improperly parked.

Maggie Melin, Active Transportation Alliance

Presentation slides available here:

<http://activetrans.org/sites/files/advo/GoGreenIllinoisATA.pdf>

ATA's Mission: Healthy, sustainable and equitable communities.

ATA is focused on a BikeWalk Everytown Campaign to empower suburban leaders to make change happen in their communities – to build skills, educate, put changes in place in the suburbs.

They conducted four suburban training summits. An on-line version of the summit is available here: <https://youtu.be/fg7Sip8O10c>

Policy ideas to consider:

1. Put in place a Complete Streets Policy
2. Develop an Active Transportation Plan (update every 5 years) – include funding and implementation details
3. Create a Bike Walk Advisory Council to inform this work
4. Set a Vision Zero Goal

Create an action plan by following these steps:

1. Set your goal(s)
2. Identify your target
3. Who is your base?
4. Determine your capacity
5. Set tactics and create benchmarks

ATA has 2 new regional campaigns:

1. Chicagoland Trail Connect – to fill in trail gaps. They will be hiring a suburban trail manager.

2. Reduce highway expansion: New and improved highways create “induced demand.” Making driving easy creates more demand, more traffic, more pollution.

Illinois ranks #16 in the nation for advocacy, 3rd in the midwest 1st in Legislation. Illinois is 45th out of 50 for funding and infrastructure!

Encourage members of your community to take the Bike Safety Quiz at www.bikesafetyquiz.org. Ride Illinois is offering \$250 stipend to schools willing to have students take quiz. www.rideillinois.org

What about funding? Skokie is allotting \$20K out of their budget to active transportation. Wilmette is proposing \$80K for a walk/bike plan.

Anne Nagle, Pop-Up Demonstration Bike Lane Tool Kit

Presentation slides available here: _____

Tactical urbanism is an umbrella term used to describe a collection of low-cost, temporary changes to the [built environment](#), usually in cities, intended to improve local neighborhoods and city gathering places. Tactical Urbanism is also commonly referred to as guerilla urbanism, pop-up urbanism, city repair, or D.I.Y. urbanism. https://en.wikipedia.org/wiki/Tactical_urbanism

Pop up pilots and demonstrations can be very effective at building support for bike and pedestrian friendly improvements. Simple materials such as tape, paint, colored paper and even toilet plungers can be used to create curb extensions, colorful crosswalks, and protected bike lanes. Curb extensions shorten the distance for pedestrians crossing, and slow traffic. Toilet plungers were used in one area to create a protected bike lane. You can even re-take a parking space for a parklet (such as one in Evanston near Hewn). Be sure to get police and city on board for demonstration.

A **parklet** is a [sidewalk](#) extension that provides more space and amenities for people using the [street](#). Usually parklets are installed on parking lanes and use several [parking spaces](#). Parklets typically extend out from the sidewalk at the level of the sidewalk to the width of the adjacent parking space. <https://en.wikipedia.org/wiki/Parkletspace>

See slide with a pop up round about!

GGW partnered with our Park District to host the first "Tour Wilmette" bike ride, a ten mile ride to various park facilities. We modeled ours after Winnetka's. Evanston is considering such a ride. The ride included a pop-up protected bike lane using planters and pumpkins.

Anne Nagle, with funding from AARP and Evanston Bike Club created a Pop up Bike Lane Tool Kit that gives people a chance to get a feel for a protected bike lane. **The kit is available on loan at no cost to any Go Green Illinois member community.** Contact Ann.

Some examples are at: activetrans.org/pop-up-projects
Peopleforbikes.org/blog/steal-this-idea-a-600-protectedbikelanedemo

Our communities should be safe for users from 8 to 80 years old. See www.880cities.org

Ed Madden, Coordinator of Public Outreach, Pace Suburban Bus

Ed was not able to attend, but asked that we share this information. PACE has introduced a new program allowing buses to use highway shoulders to improve travel times and reliability during rush hours and times of unexpected traffic congestion.

Learn more here: [Pace and IDOT partner to offer Bus on Shoulder on Edens \(I-94\)](#)

Northfield: Working with Village. They signed the Greenest Region Compact. There is now a new Village government and they are working with new people. Hosting a screening of The Clean Bin Project tonight at 7pm. Partnered with Winnetka. There will be an additional screening in Winnetka. (Great examples of working with Village Governments and other Go Green communities.)

Buffalo Grove: LWV talk tonight with Dr. Rachel Haverlock Fresh water issues. How can communities across borders work together. Working with Rotary Club to educate business on responsible salt use for winter weather and safer alternatives. (Great example of partnering with other groups and businesses.)

Hainesville – Government is working on changing street lights for increase energy efficiency and working on wetlands issues

Karen McCormick (Robyn Gabel's 18th District Office): Toured Northfield's new Zero Energy School. Robyn Gabel is the Chair of the Illinois Green Caucus in Springfield and was instrumental in passing the Future Energy Jobs Act.

Friends of the Green Bay Trail: Continuing efforts to improve the trail.

Glencoe – Sustainability Task Force: Looking at codes and ordinances. Business outreach program, Working with ATA on bike plan. All GGI members should participate in ATA's survey of local trails. The task force will have some public meetings on active trans issues. Got funding from the Park District and the school district. Good collaborations.

John Anderson of Wilmette has information about a better product for road sealing that would extend the life of roads freeing up revenue for active transportation accommodations.

College of Lake County in Grayslake: Three tons of pumpkins composted. Don Wubbels spoke on climate change in an auditorium that had recently experienced its first flooding. CLC has been lauded for their sustainability efforts.

Riverwoods Preservation Council: Published an amazing guide called "In Our Own Backyard: A guide to the pleasures, possibilities and responsibilities of living in harmony with nature. \$15. It is a very thorough and useful guide, created by volunteers. They are opposing the expansion of Deerfield Road. They think one intersection has a problem that should be fixed without a \$31 million expansion project.

Evanston: Hosted another successful Streets Alive festival. There is collaboration between Evanston Bike Club, and Citizen Greener Evanston's Transportation Committee and the City of Evanston to address transportation issues. The focus in 2018 will be making public

transportation more accessible and appealing. Working on making winter walking safer by promoting snow shoveling and enforcing their snow-shoveling ordinance. They are going to create a data base of non-shovelers and contact them. New bike lanes in Evanston on Chicago Avenue have opened. Plans were approved in 2014. Start now because installing protected bike lanes takes a long time.

EBC has small grants available to municipalities for bike related project.

Evanston Environmental Association is looking into establishing bee colonies in Evanston.

Mount Prospect: Not much going on but new member hopes to start a Go Green group soon

Wilmette: Hosted a fall "friendraiser" with 100 people participating. Continue with monthly "Greener Choices Series" at the public library. Working on getting the Greenest Region Compact introduced to the Village government. Investigating community solar options and will share information with GGI members. Planning the environmental fair, Going Green Matters (www.goinggreenmatters.org) scheduled on March 11, 2018. (Go Green Illinois should have a booth there this year.)

KIM – I STOPPED TAKING NOTES! WHOOPS

Skokie: Go Green Skokie has joined Go Green Illinois.

The next Go Green Illinois meeting will be Tuesday, Jan. 9, 1 - 3 pm. The topic will be Planning & Implementing Sustainability Programs

SHOULD WE INCLUDE THIS?

ELPC'S HOWARD LEARNER'S 3 WAYS MUNICIPALITIES CAN HELP MEET PARIS CLIMATE GOALS – RENEWABLE ENERGY, CLEAN FLEETS, ENERGY CONSERVATION.

[HTTPS://CHICAGO.SUNTIMES.COM/OPINION/COMMUNITIES-IN-ILLINOIS-CAN-TAKE-LEAD-AGAINST-CLIMATE-CHANGE/](https://chicago.suntimes.com/opinion/communities-in-illinois-can-take-lead-against-climate-change/)

Here are three ways that all of our cities can transform their public commitments into meaningful climate actions:

- Achieve 100 percent renewable energy for municipal electricity needs by 2022. The Midwest has abundant wind power, and solar energy and energy storage capacity is accelerating as prices fall while technologies improve. Illinois cities can achieve 100 percent renewable energy by using locally produced solar energy plus storage, purchasing clean renewable energy from third parties, and securing renewable energy credits from new Illinois solar and wind projects.
- Clean up municipal fleets. All new purchases should be electric vehicles (except in special cases). Our nation's transportation sector now produces more greenhouse gas pollution than the electric power sector, which is finally moving on a cleaner path. Illinois cities should buy electric vehicles or other zero-emission vehicles for non-emergency fleets. Cities can create demand to drive the EV market forward while reducing pollution. EVs have fewer moving parts and lower maintenance costs than internal combustion engine vehicles. EV operating costs are lower and more predictable. Using wind and solar energy to power EV charging stations accelerates a cleaner transportation system. Chicago has joined 29 other cities to jointly explore purchasing 114,000 EVs.
- Smart energy efficiency investments produce cost savings and less pollution. Why wait – many payback periods are short and the savings come fast. Replacing incandescent bulbs with LEDs is a cost-saver and pollution-reducer. Antiquated HVAC systems and old appliances waste money and allow more pollution. Smart energy efficiency products, technologies and controls are available. The time has never been better for cities to reduce their energy bills and cut pollution through energy efficiency improvements.